

CYCLE NEWS[®]

WEST Volume XII : Number 38 : September 30, 1975

50¢

SAN JOSE Beauchamp's blanket shuffle By Lane Campbell

MX VIXEN Husky's CR 125 is foxy By Jim Gianatsis

MINI-RACER YZ 80 tricks Part II By E.C. Birt

CHILLS Ice racing in the Arena By Charles Clayton

Who is going to write a letter for your front page requesting a letter-writing campaign to protest the loss of the Barstow-to-Vegas run? It's about time we got off our backsides to do something about the continued loss of freedom. SGVMC can't do it all by themselves. A surcharge on every entry fee might not be a bad idea . . .

T. La Roche

(More desert feedback on page 14)



**SCOTT
IS NO.1**

NEWSPAPER

Spray from San Jose: Chuck Palmgren on a C & J Yamaha instead of a Gurney one . . . John Sperry's Suzuki triple shook him so badly he qualified on his 500 twin instead . . . Carroll Resweber has tuned two straight San Jose Mile winners this year . . . Asked how it felt to be Number One, Gary Scott replied, "The same, but richer" . . . Scott's not sure if he'll have a brand new 500 twin road racer from Italy for Ontario, or if he'll be entered on an XR750.

Unofficial Camel Pro points after San Jose:

Gary Scott	1343
Jay Springsteen	987
Kenny Roberts	930
Corky Keener	899
Rex Beauchamp	839

Yep, Jay Springsteen is now Number Two!

Don't miss next week's Cycle News West. It will be a West Coast Road Racing Special issue, with glamour, adventure, and romance.

Patrick Pons, runnerup in the European Formula 750 standings, might bring the Galoises Cigarette Special to Ontario Oct. 5. Hak, kaff! And you think Camel Filters are strong . . .

Johnny Cecotto is home in Venezuela trying to mend his cracked ankle in time for the Ontario road race biggie. Japauto, his European Yamaha sponsor, is preparing Johnny's machine, in hopes.

Cliff Carr got a K & N Racing sponsorship for Ontario, and this may be the start of a two-man K & N team for Europe, with Phil McDonald wearing the other boot.

Ads in Cycle News sold 3,000 tickets to the first Long Beach Ice Races before they went on general sale, promoters said. And the Motorcycle Safety Foundation, a non-profit do-gooder, says it gets 400 inquiries a month from the little ads we donate.

Leasing motorcycles seems to be catching on. Quality Cycle at 16400 Hawthorne Blvd., Lawndale, Calif. 90260 is leasing Honda GL1000s for only \$125 on a two-year, closed-end deal. Their phone is 542-4810. Now if I could only rent one at the airport!

Custom cycle builders in the East are offering their finished creations for \$2,000-\$3,500 while art galleries in New York are getting \$10,000-\$100,000 for rusty junk. Should be a commission in there someplace.

Rumor is that one major MC importer has a warehouse-full of 50cc, automatic step-throughs waiting for the next gasoline panic.

Speaking of boot, John Boote is expected to give Kenny Roberts a tussle for the win money at Ontario, but he is still looking for a sponsor with a couple of thousand bucks. Contact the Englishman at (714) 979-8761.

Another workers' cooperative with another wild British project bike? That's the tone of the news from Albion this week as a workers' committee at the just-closed NVT Wolverhampton plant revealed a unique "stepped-piston" 500cc two stroke twin that, among other things, features a "dry" crankcase and has a fair chance of meeting emission regs. More later.

KHJ Channel 9 in the Los Angeles area will carry Peter Starr's Champion Classic Ontario road race film (shot at last year's National) as part of the build-up for this year's running. Show time is 10:30 p.m. September 29.

And Peter? Back from desert spacin' on his XL410, he's got the San Jose mile oval rented the day after the National as part of a hangin' out piece, featuring Gary Scott and the Flint Flyers. And if Gary should clinch the Number One plate, it's got the makings of a dy-no-mite flick.

THE LATEST POOP

BY PAPA WEALEY



KENNY IN HARLEYLAND — "You say they make bowling balls, too?"

M.O.R.E. lobbyist Russ Sanford reminds us you can send any message of 100 words or less by wire to any politico, state or federal, by calling (800) 648-4100 and dictating your message. Western Union will tack the charge on your phone bill. A minimum-length "public opinion" telegram of 25 words or less can be sent for \$2. Easy as picking up your phone, huh?

Bike club puts up \$2,000 for Oregon ORV park, attracts \$22,000 in government matching funds. Read about it in the North Section.

The idea that the KZ 750 DOHC four stroke twin is really the Big K's AMA dirt track effort in disguise gains credibility. At least Kawasaki's no longer denying the existence of the project. Instead, they're saying "You'll be seeing some interesting stuff next year."

Malcolm Smith won his class, blowing away most (or all) of the cars in the 1400 kilometer "Roof of Africa." What was Malcolm doing in Africa? We'll find out when he gets back.

Fremont Raceway's scrambles season is down to two night events remaining for the 1975 season: Fri., Oct 10 and Oct. 17. Wednesday night short track continues through Oct. 8 with high point night and contingencies presented the same evening.

Jim Pomeroy, taking a first moto win at the "Trophy des Nations", is the only American to win against all three of the current world champions at the same time. Although the Belgian team won overall, Pomeroy netted a second place for individual riders. Two DNF's prevented higher overall placing of the sharp American team (Pomeroy, Lackey, Howerton & DiStefano).

CMC Road Race Division will begin its road race school program at Willow Springs September 28. Instructor Dick Pearce says be ready to pass tech inspection and ride by 8:30 a.m. race day, full leathers an' the whole piece. Camping is available outside the track to help you rise early and shine.

Apologies to D-37 desert rider No. 952 who was not involved in pit racing accident at SoCal European Scrambles as previously stated in their results. Further investigation into the matter showed No. 952 not responsible, therefore, disqualification has been recinded.

Bultaco International will have Jim Pomeroy and Marty Tripes contesting the international class of the 1975 Trans-AMA series.

Proud of their innovative "Motorcycle Safety Clinic," the City of La Mirada sent out press releases to all the local papers. Four of the local rags printed the release, which stated that the featured film would be all about famous motorcycle racer "Morty" Smith.

Unconfirmed: Roessler goes to Husky, Mikkola moves to Honda, Did anyone collect \$200 while passing go?

Honda's R. & D people are getting serious about fluid drive (using a pump on the transmission output shaft and a turbine on the rear hub). In addition to the TL-125 they've shown the Aussies, they are also testing big roadburners with the new drive. Honda engineers are said to be disgusted by chain failures and not too turned on by heavy drive shafts, either. Thus the remote fluid drive.

Neat trick: Honda says the "gear ratio" on the fluid final drive can be changed by altering the pitch of the turbine vanes. And it can be done in the field in slightly more time than it takes to change a sprocket.

It was a blown big-end bearing that lunched Scott Autrey's prime bike at the European Speedway Qualifier. After four last-place rides on his backup machine, Scott gated perfectly and led his final ride wire-to-wire ahead of World Finalist Gordeev (USSR). With the Wembley Final already history, all the might-have-beens are shelved until next year.

Kawasaki is one of the sponsors of the Long Beach GP for Formula 5000 cars. During an intermission, they'll be conducting the final competition of the "Kawasaki Kop Kup" down in Turn Six. The event will pit the nation's top precision-riding fuzz against each other on KZ400s. At 20 paces, maybe?

Sounds like there's a new motocross course a-building up at Riverton, Oregon. Gold Coast MC has been out the past two weekends helping owners Sam and Nancy Coomer shape up the property.

Oregon riders, if you didn't already know it, you've got a friend in the legislature, 22-year old Drew Davis of Portland. He was instrumental in stifling anti-ORV legislation during the past session — so instrumental that the eco-freaks have got their marker on him.

Here's another Oregon tip. Write Barbara Dierker, Oregon Environmental Council, 2637 S.W. Water Ave., Portland, Or. 97201. Offer to help monitor U.S. Forest Service planning and ask to be put on their mailing list. That way you'll get first notice on public hearings by the Forest Service and get to know what the anti-biker opposition is planning. Neat, huh?

Norm Saylor has gotten legal permission to run trials loops through Sierra Club property adjoining his ski lodge. How'd he do it? They want to run a rope tow and connect up with his chair lift. They scratch his back, he scratches theirs.

East Bay P.I.T.S. has scheduled their Annual Earth Trial for October 19th. It will be in either Frank Raines Park or the Tribune Tower, depending on the weather. C'mon, guys, tell us more.

O! Evel is coming back out of retirement to jump 14 buses at Kings Island, Ohio, Oct. 25th. The jump will appear on ABC's "Wide World of Sports," following the Nore Dame/USC game.

The San Mateo County Planning Commission approved and sent to the Board of Supervisors revised and up-to-date procedures by which private landowners could apply to develop ORV trails and facilities under the Williamson Act. The Board was expected to vote on it September 23. More later.

Sixteen year old Tom Orzalli faces long hospitalization due to a crash while racing in the CMC Grand Prix at Dixon, Calif. Tough times ahead could be eased by lots of friends who show they care. Send your cards and letters to Tom Orzalli, c/o Fred Dion, 3210 Kimwood Lane, Rancho Cordova, Calif. 95670.

THE NATIONAL PAPERS

For the first time in seventeen years a California rider is not going to win the Ascot Half Mile National! That's based on the five previous Camel Pro series half miles that have been run this year. The half mile events that have long been dominated by California riders are a thing of the past. The new threat is the trio from Michigan: Rex Beauchamp, Corky Keener, and rookie Jay Springsteen. In five National outings this season these three riders have bagged three wins, four seconds and one third to totally dominate the type of event that is the backbone of AMA pro racing.

Yes indeed, California-based riders have been shut out of the win spot in National half miles this year. The man that can stop the assault? It looks like Kenny Roberts. Kenny has really gone nowhere on the half miles this year, except at Ascot. He entered two regular season events earlier this year, and won them both.

It is certainly not "Feel Sorry For Kenny" time. The Champ has bagged four National wins which is twice as many as any other rider. Remember also that Kenny perhaps turned in his best dirt ride of the season thus far right at good old Ascot during the National T.T. in July. He also has another factor riding with him. If he can win Ascot, he becomes the first, and probably the last, rider to ever win all five of the different events offered on the National trail — in a single season!

Roberts' Yamaha is an ideal machine for winning Ascot, just like the BSA Gold Star and the Triumph twins in the past. Ascot's a racer's track where horsepower is important but rider ability is the key factor.

Keener is hot right now, after scoring back-to-back victories at Syracuse and Toledo. Springsteen is the leading half mile rider in points, and the only rider to win a National half mile more than once this year.

But Beauchamp may be the guy to watch for in the upset column. He came from the back last year at Ascot to finish second behind Rick Hocking. Rex is a half-miler deluxe and has been taking a backseat to Keener and Springsteen all season.

Keener also has some revenge to seek. Last year he won Ascot a couple of weeks before the big one. Then on the big night he was the only rider to crash during the entire program. His face has been red over that one since that time.

The Michigan trio presents the strongest threat ever mounted since '59 through '62 when Carroll Resweber and Bart Markel were running hot. It's been a long time.

Then, too, Jay Springsteen could come up the first non-Californian to ever win. If the kid from Flint pulls it off he also becomes the youngest winner and only the fourth rookie in seventeen years to cross the line first.

Ascot will host a special "Novice and Junior Invitational" half mile race the night before on September 26. In addition, the Experts will compete the same night on the T.T. Steeplechase course, making this the only time during the year that both the oval and the T.T. are run on the same night.

The first entry was Ted Boody, the number-one rated Junior outside of California. Where is his home? — Flint, Michigan, of course. His tuner/sponsor is none other than Bart Markel. He'll ride the same Harley that Keener rode earlier this year — when he won the Ascot main event.

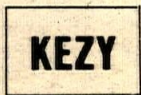
Bob F. Read

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INSIDE

San Jose	6
Beauchamp's beautiful mile	
Extrava-duro	8
Hook & Ladder benefit's the biggest	
Speedway	10
Cool shoes	12
Breaking the ice in Long Beach	
Dez	14, 18
Backlash brewing and keep on racin'	
E.C.'s YZ80	16
A mini racer for your mini racer	
Hotline	20
North	23
Opinion	32
Ban the EO!	
Results	33
Test	36
CR125 Husky for the new season	
Calendar	40
Cat	44
Monster from the past	

FRONT PAGE: Would you believe these men fit under a blanket? How about a crazy quilt? Springsteen and Scott at San Jose. Photo by Jerry Mathel

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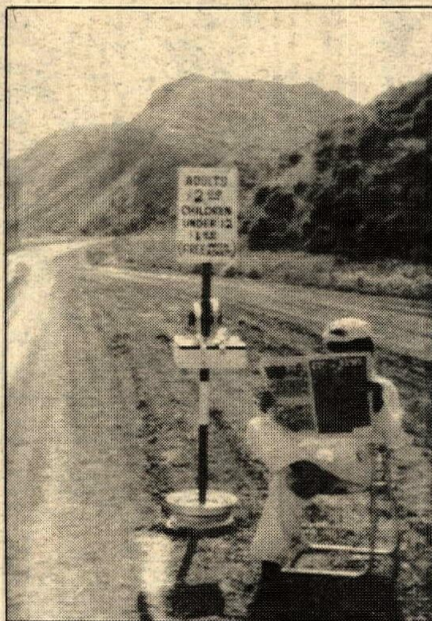
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VOICES OF THE WEST



Love letter

What do we do in Billings, Montana while waiting for the start of the Montana State Championship Hillclimb? We read Cycle News West. George Bokma, Billings Motorcycle Club member and ticket taker, takes it easy before the big rush. He didn't have time to read later as 6500 plus spectators (not bad for a small city) all enjoyed the championship hillclimb.

Hope you can find someplace in your fine newspaper for this material. Keep up your fine work on a great newspaper.

DON DEVITT
Billings MC
Billings, Mont.

McQueen must have started something

During my 13 years as a motorcycle rider and racer, I have found that the trick to riding a motorcycle on public streets is to not prepare for doom, but to watch and to listen to everything, avoiding accidents. A crash helmet muffles all sound including horns and sirens, removes half of one's side vision, and limits one's ability to look around quickly for reasons of aerodynamics and added clumsy weight. When turning the head at speeds over 30 mph the head is physically jerked about and, as most non-racing helmets are loose fitting, it may pivot from side to side partially covering vision, not unlike a blinder. Putting these together, it's twice as hard, and takes at least twice the time just to look ahead again.

I have had only one street accident in 13 years, due to successfully avoiding many. I don't want to be told to wear equipment that will protect me in an accident when that very piece of equipment, in my opinion, will cause more accidents.

As for the proposed federal blackmail method of enacting any state law, I am appalled.

ERIC NORQUIST
Board of Directors-Vice President
Animation Filmmakers Corp.

Backtalk

Reading an interview with David Aldana, a few issues back, I was surprised that he referred to his competition as "squids."

This week Gary Fisher adds "heads" to the books.

I would really hate for people to come away thinking our national numbers all go around with this type of attitude. All the guys I ever talked with were polite, and didn't look down their noses just because a guy couldn't afford the best equipment, or get his act together.

They have all been where (judging from this year's race results) Aldana and Fischer are now.

JAMES DAVIS 69E
Ft. Polk, LA

Famous interviewer, John Ulrich, replies: "The only reason they don't talk to him like that is 'cause he's a squid."... Editor

The AMA: Motor maids and old farts?

If you got any balls at all, you will print this letter I sent to the AMA. We desert racers need all the help we can get.

"I am a desert racer on the brink of extinction. I belong to AMA, DRA and D-37. I just read the "Desert Clubs In Trouble" article in Cycle News, and finding now that the Barstow-to-Vegas race is cancelled. I ask, "where the hell is the AMA?" The only thing I get from you is a newsletter with photos of fat motor maids and stories of old farts who are retiring from some useless position in a remote New England district.

The time has come for desert racers to get together and fight for their land. I am going to try and get some people together and see what can be done to help. If you people care about motorcycling, you would do the same."

CECIL DRYSDALE
Calimesa, Calif.

District 37 is the AMA in Southern California. They are doing something about the desert dilemma. See page 14 for an insight into the problem... Editor

Fed up to here!

Probably 90% of your readers, including myself, don't give a darn "what Brad Lackey is doing." Your paper has run more articles, pictures, etc. on him than any single rider in history.

How about doing our racers justice and cover more thoroughly the most demanding racing in the world, American class "C".

HARRY BUCHNER
Long Beach, Calif.

Well, lemme see, if you look real hard, you might find a couple of words about the San Jose National Mile squeezed in this week's issue... Editor

First Riverside County's green-stickie financed cycle park?

Rawhide was the only decent cycle park and MX track within reasonable distance of the Hemet valley.

If there are no plans for reopening it under private ownership, why not make it Riverside County's first (I think) green-stickie financed cycle park?

I really enjoyed riding and racing at Rawhide. It would be a shame for such a good place to close for good.

JEFF HAMBLIN
Hemet, Calif.

Solid(?) Ox

I bought a Solid-Ox set-up a few months ago for all the "reasons" your product review mentioned. I thought I was buying a compact, efficient, and cheap way of getting myself out of jams with my bike. It didn't turn out that way at all.

I was out at Soggy Dry Lake one weekend and my Elsinore's foot peg broke. I had my Solid-Ox welder with me and thought my problems were solved. Right? Wrong! Your review was correct about one thing; that turkey won't stand by itself. Next I discovered, after several hassling attempts, that it won't weld steel. (I found out later that propane with oxygen isn't hot enough to weld steel.) It also blows the cap off when the oxygen builds up too much pressure. By the time I got everything set up, the total welding time was about two minutes. How your man got 12 minutes out of that thing I don't know.

While I was sitting next to my bike, drowning my sorrows in a Coors and pondering my fate and my lost weekend, a buddy of mine came up with an oxy-acetylene welder no larger than my Solid-Ox outfit and saved the day. I was back on the road in a flash.

I picked up an oxy-acetylene outfit at the first opportunity, and the people at "Sears and Robot" weren't surprised at all when I asked for my money back. Apparently there were other people as disappointed as I. With my oxy-acetylene outfit I can weld, cut, braze, and solder without the hassles. I can shut off the torch (which you can't do on the Solid-Ox), the tanks last about six hours, I can tell how much working time I have left by reading the gauges, and there's no hassle with filters or pellets.

The only problem with my outfit is that on some weekends, I spend more time bailing out friends and Solid-Ox owners than I do riding.

MARK WILLIAMS
Huntington Beach, Calif.

A word of thanks

In May I was hospitalized with a massive stroke, and lung cancer. I am out of the hospital now, and at home recuperating. When our insurance proved inadequate, the Master Links M.C. came forth with a raffle and a successful swap meet. We sincerely appreciate all that has been done for us. A special thanks to the Master Links, not only for their prayers, but their friendship, which was like a ray of sunshine on our darkest days.

CECIL MERRIT AND FAMILY
Downey, Calif.

SOS

Dave Ekins, in July issue of Motorcyclist Magazine, writes about the Trophymaster Enduro Computer, but fails to reveal a source. Can you help?

JACK L. OGLE
Shafter, Calif.

Anyone out there ever hear about this one? Send your info and we'll check it out... Editor

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

BREAKING THE CYCLE JAM

**Norton Triumph moves to break the cycle jam.
And we're calling it the Jam-Breaker sale.**

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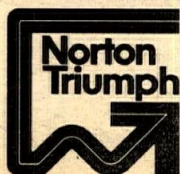
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San Jose: Beauchamp's classic mile

By Lane Campbell

SAN JOSE, CAL., SEPT. 21

Rex Beauchamp didn't know he had this one until he saw the checker coming out of turn four, glanced to either side and thought,

Rex Beauchamp didn't know he had this one until he saw the checker coming out of turn four, glanced to either side and thought, "Hey, I've got it!" This Camel Pro Series AMA National Mile had been that much of a blanket race from start to finish. And the fifth man under the blanket, Gary Scott, got the Number One plate joyfully laid on him by Harley teammate Corky Keener, as this race sewed up the Grand National Championship. Kenny Roberts had packed it in about mid-race after a calculated-risk last-minute tire change backfired badly.

The entire Harley-Davidson wrecking crew had come into this one feeling pretty loose, determined to ride the track as it developed and go where they could in the face of the two stroke invasion.

If anything the Roberts/Yamaha equipage was a direct opposite. The TZ Monster was set up with 18-inch wheels in an effort to get the front down and the weight distributed forward. Fitted to those wheels was a pair of Goodyear rain-pattern road racing tires; the same pattern Kenny had used to good effect at the rain-soaked Player Match Races in England.

During practice, Scott Brelsford banked one of the Kanemoto Kawasaki triples off the berm coming out of turn two as it drifted wide on him. Roberts smacked the same area hard enough to bend parts of the TZ, touching off a

cut, weld, heat and bend marathon in his pit (with a little help from Ken Maely, who had a bigger torch) to straighten things out in time for qualifying.

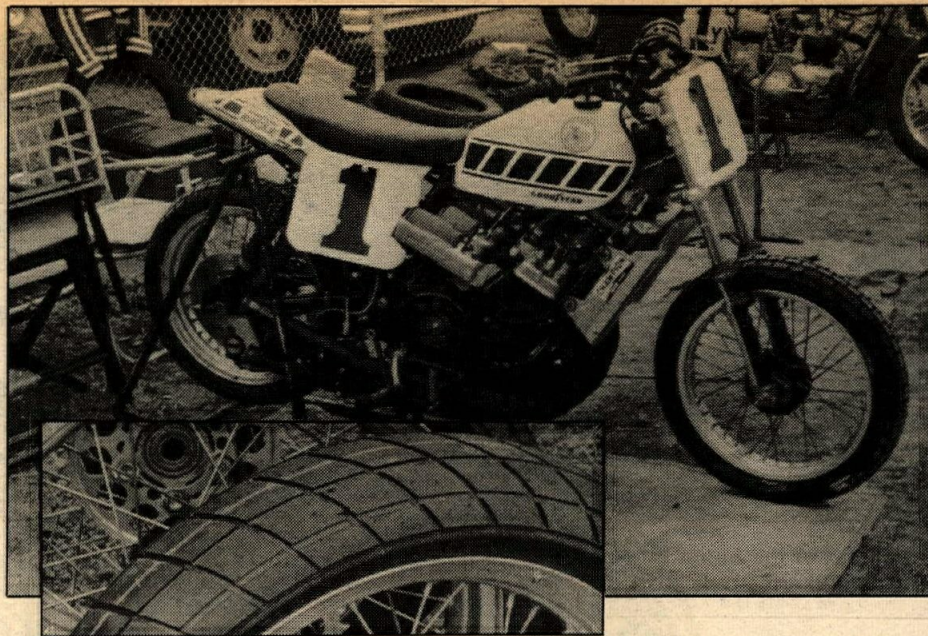
Mark Williams crashed hard out of turn three during practice. Corner observers said his Norton apparently popped out of gear, sending Mark wide into the haybales, down, and under the rail. He was transported immediately for hospital treatment.

As time trials got underway, the track (which had started out quite tacky due to a late-breaking damp overcast) firmed up into a table-like surface with skate y little cobbles in it; a surface Rex Beauchamp described as "kind of catch-let go-catch-let go again" after he had qualified at 38.21, setting a new track record in spite of it all.

The Flint Flyers came out one-two-three in qualifying, as Corky Keener (38.56) and Jay Springsteen (38.64) trailed Rex in the table. Mert Lawwill (38.68) and Scott Brelsford (38.86) rounded out the top five.

Heats

The first heat lined up with Beauchamp on the pole, Brelsford beside him, Mike Kidd and Pat Marinacci (Tri) behind him. Hank Scott outscouted everybody and the aforementioned crew tucked in behind to give the crowd a foretaste of what the rest of the day would be like. Marinacci or Kidd (maybe both) eased by Scott down the back chute and the lead trio played slingshot-shuffle until Marinacci's Triumph barfed a cloud of



The monster that almost worked. And the tire (inset) that didn't work at all.

oil and Brelsford came up to join the fun. Scott put the Kanemoto triple around the outside of turn two to take Kidd, zeroed in on Scott down the back chute and led him coming out of turn four. Beauchamp sneaked up on Kidd in Brelsford's wake and slip-stream-slingshot past Scott who was trying to get under Brelsford out of turn two and suddenly there was a double-pass reshuffle up the back chute. White flag lap and the two four-strokes bracketed Brelsford out of turn two; he rolled it on and squirted away. Beauchamp tucked in ahead of Scott as Rick Hocking on his TZ cleared away from a similar drafting trio to take the last direct transfer.

Heat two turned into a classical gas, matching Roberts against Keener in a duel of wits. Steve Morehead (H-D) got away first but Roberts tucked in second out of turn two and blew by. Keener tucked in under Ken as the two wailed into turn one at the end of the first lap. What followed was a seesaw battle as the two seemed to use Morehead alternately as draft or strategic block. Each time through turns one and two Roberts would hang the outside edge, letting Keener, sometimes Morehead as well, get a wheel under him before he'd roll back on that almighty throttle — getting braver and stuffing it in harder each time until he finally had Corky held at bay all the way around. Morehead gave it one great charge out

of the last turn to sneak second away from Keener. Randy Cleck stuffed another TZ into the last direct transfer.

Third heat, rookie Tom Berry read Bouncing Bob Malley just right and got a brief look at clear track before Jay Springsteen and Paul Bostrom bracketed him going into the first turn. Jay cleared away and blew everybody into the weeds to win the fastest heat and set a new heat record (6:34.65, 91.220 mph). Berry outlasted a switchy-swappy with Don Castro on another Kanemoto shrieker for third and fourth.

Final heat, and Mert Lawwill got another of his famous starts with Gary Scott right on him. They went the distance nose-tail as Mert hung the outside and Gary stayed tight. Gene Romero kept just ahead of persistent John Gennai for third, while fifth through seventh was another blanket-shuffle trio, Dave Aldana working through traffic to lead the group after zapping inside Jim Odom in turns one-two and flat out-racing Steve Droste for four laps to the end. Coming on surprisingly fast behind them and gaining was Diane Cox, getting into her crouch well back into turn four and going feet-up right to the wall, getting faster with each succeeding lap. But her Semi bid would go away in a puff of smoke when her Triumph smoked a ring.

Semis

A pair of 72s, Mike Kidd (72) and Skip Aksland (72Y) dominated the first Semi, leaving Hateley, Joyner, Dorsch and Rush to dice for Trophy Race position. Kidd appeared to have the argument settled for the lead until the last lap, when Skip drove under him in a great surprise rush out of turn four — a beautiful sweeping late-apex passing line.

The second Semi was Aldana's from the start, with a 100 mph bump-and-run foursome behind him going for the last transfer. Steve Droste had just slingshot himself into second as they went into turns one-two starting the fifth lap. Then came the chain-reaction, as third place Chuck Palmgren got sideways; Rob Morrison, right there and closing, pitched it sideways, tapped Palmgren and went down. Frank Gillespie, with no place to go, banked off Morrison's bike hard into the fence. The crash cost Frank a broken leg and arm at the minimum; Morrison was able to walk away shakily.

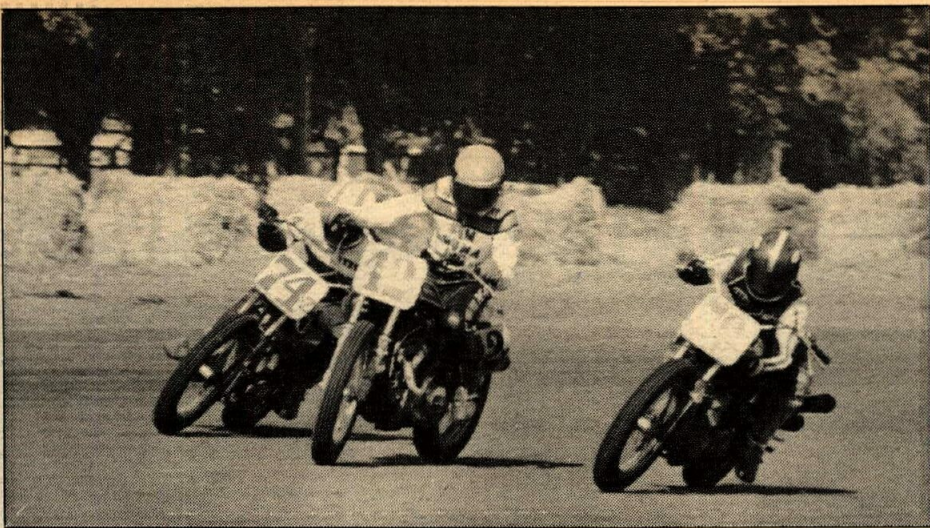
Stopped by the crash, the race went into a single-file restart as scored with four laps complete. Droste slingshot Aldana off the start, but Dave took it back for good coming out of turn two. Jim Odom and Chuck Palmgren came up on Droste in the last lap. The three went into the last turn in a ragged row, but Steve squirted free on the front straight to take the last National slot.

Trophy Race

Would you believe 14 guys under a large quilt? Jim Odom came from outside, Hateley tucked inside off the pole, and the whole thing packed up into a gaggle of elbows and handlebars behind them. And stayed that way for most of twelve laps. First two laps, they

Scott (19) Brelsford laid the Kanemoto Kaw right on the cases to hold Rex Beauchamp at bay in their heat. For Rex, it was just practice for 25 miles of the damndest traffic jam you ever saw.





The climax of the Junior Invitational, as an out-of-shape Pearson (42) effectively (though unwittingly) blocks Eklund's charge.

all just went by with one amorphous roar. At one time or another, Terry Dorsch, Chuck Joyner, or Bruce Hanlon managed to insert themselves between Hateley and Odom, Hanlon by slingshotting five riders in one swoop. Bubba Rush was in there, too, drag racing with Odom whenever he could find a hole. There weren't many holes. Last lap, Odom disappeared, Hanlon and Joyner finished two-three behind Hateley (who had somehow managed to bulldog first the whole time).

25 Mile National

On the surface, things seemed fairly loose in the pits — Droste's mechanic asked Corky Keener if he'd had one of the small Harley tanks go a full 25 miles; Corky's laconic reply, "Yeah, but you better fill it full."

Rick Hocking was getting the TZ tech manual read to him by a crew member ("In case of emergency, turn right...") as his other crewmember did a final fiddle to the front end geometry.

Notable exception: the Roberts/Yamaha paddock, where an extensive last-minute tire/rear suspension experiment was being tried, of all times, just before the National. Rear spring rate went up, preload was cranked down a notch, and the rain Goodyear was replaced with a special grooved road race slick. Kenny's last words as he began to suit up: "I sure hope that tire works."

Announcer Roxy Rockwood was assigning a possible spoiler role to Scott Brelsford (it didn't happen) as the National was being placed on a seven-seven-six grid. Bob Malley did his cartwheels, bounced to the box with the flag and suddenly the BS stopped.

Out of the crowd came Scott and Lawwill again, just like in their heat, with Mert blasting around the outside of turn one-two. Gary drafted him, and then came the mob. End of lap one it was Lawwill, Scott, Springsteen drafting by into second at the end of the straight, then Roberts, who hung the inside (surprise) of turn one-two and instantly lost position to Beauchamp and Paul Bostrom.

Out of traffic came Hank Scott and Corky Keener, as Roberts' slow slide began. Up front, it was Scott and Springsteen, side by side into turn one repeatedly, matched up move for move. Beauchamp hung tight and watched. By lap 10 Corky Keener and Hank Scott were up on Rex's fender and the front five was set for a 10-lap drafting duel that would see all of them but Hank Scott in the lead at least once.

Keener got under Gary and Jay at one time in turn two, but got horsepowered away. It stayed anybody's race as the realization grew that, win or lose, Gary Scott had the championship in the bag as long as he finished. Roberts had finally pulled in near mid-race, as the tire experiment had failed disastrously. He had zilch for traction.

As all this was going on, Mert Lawwill had slipped out of the lead five but would slip no farther, holding off Tom Berry at sixth-seventh. Paul Bostrom and John Gennai would go out with mechanicals, the latter during a renewed duel with Gene Romero. Dave

Aldana scooted to eighth ahead of Scott Brelsford, who spent most of the race with his hands full of Kaw and Burrito, alternately. Romero rounded out the top 10 as Rick Hocking, Randy Cleek, and Skip Aksland freight-trained a brace of TZs behind him.

Five laps from the end, Gary Scott began to slow. "An exhaust pipe had cracked. It was makin' bad noises, but it was still running. I was scared for a bit..." Even though the Harley eventually burnt a valve, Gary still hung on for fifth.

Brother Hank, after playing "move over" with Gary, stayed with the lead group. As the laps ran down, the top three got really tight. Beauchamp would get bumped to third repeatedly as Springsteen or Keener bracketed him. They'd be three abreast as often as not.

White flag, Springsteen was hanging the outside groove, holding it through turn two, then Beauchamp got one last drafting pass down the back chute.

Hank Scott used the final opportunity to grab third away from Keener.

Beauchamp was jubilant — "Beautiful, beautiful!" And, "Oh, my leg." He had caught and twisted his foot under a footpeg during the National, "Thought I was going to cry for five laps."

An equally jubilant Corky Keener vaulted to the winners' stand to hold a sparkling new Number One plate over Gary Scott's head as his championship was confirmed. Asked if he minded not winning, he laughed, "Two in a row is good enough for anybody. Who cares, we're gonna' have a good time."

Results

TROPHY RACE: 1. John Hateley (Yam). 2. Bruce Hanlon (H-D). 3. Chuck Joyner (H-D). 4. Chuck Palmgren (Yam). 5. Terry Dorsch (H-D). 6. Dennis Briggs (Yam). 7. David Rush (H-D). 8. Pat McCaul. 9. Darryl Hurst (H-D). 10. Ike Reed (Tri). 11. Bruce Hanlon (H-D). 12. Roger Stanley. Winning Time: 8:05.45—88.990 mph.

NATIONAL CHAMPIONSHIP: 1. Rex Beauchamp (H-D). 2. Jay Springsteen (H-D). 3. Hank Scott (Yam). 4. Corky Keener (H-D). 5. Gary Scott (H-D). 6. Mert Lawwill (H-D). 7. Tom Berry (H-D). 8. Dave Aldana (H-D). 9. Scott Brelsford (Kaw). 10. Gene Romero (Yam). 11. Rick Hocking (Yam). 12. Randy Cleek (H-D). 13. Skip Aksland (Yam). 14. Mike Kidd (H-D). 15. Don Castro (Kaw). 16. Steve Droste (H-D). 17. Steve Morehead (H-D). 18. John Gennai (Tri). 19. Paul Bostrom (H-D). 20. Ken Roberts (Yam). Winning Time: 16:21.30—91.715 mph.

Junior Invitational Pearson hangs on for Mom

By Lane Campbell

SAN JOSE, CAL., SEPT. 21

"My Mom is in the hospital; I wanted to win this for her." Whatever the reason, Scott Pearson (H-D) hung on tooth and toenail

to win the 16-man Junior Invitational race by less than a bike length.

The small field timed in for start position only. Pat Guthrie (Tri) came in from his trial lap complaining, "I shut off too early for turn one, it gets me shaky still. And it's bogging coming out of turn four. Wish we had a 47 tooth..." What to his surprise, he turned fast Junior time of 39.80.

Guthrie was in the hunt off the start of the Junior race, tucked in behind Scott Pearson at the end of the first lap, with Mark Smith (Yam) just out of reach behind. That terrible twosome, Dan McWhorter (Yam) and Steve Eklund (Yam) was scrambling mightily up through traffic.

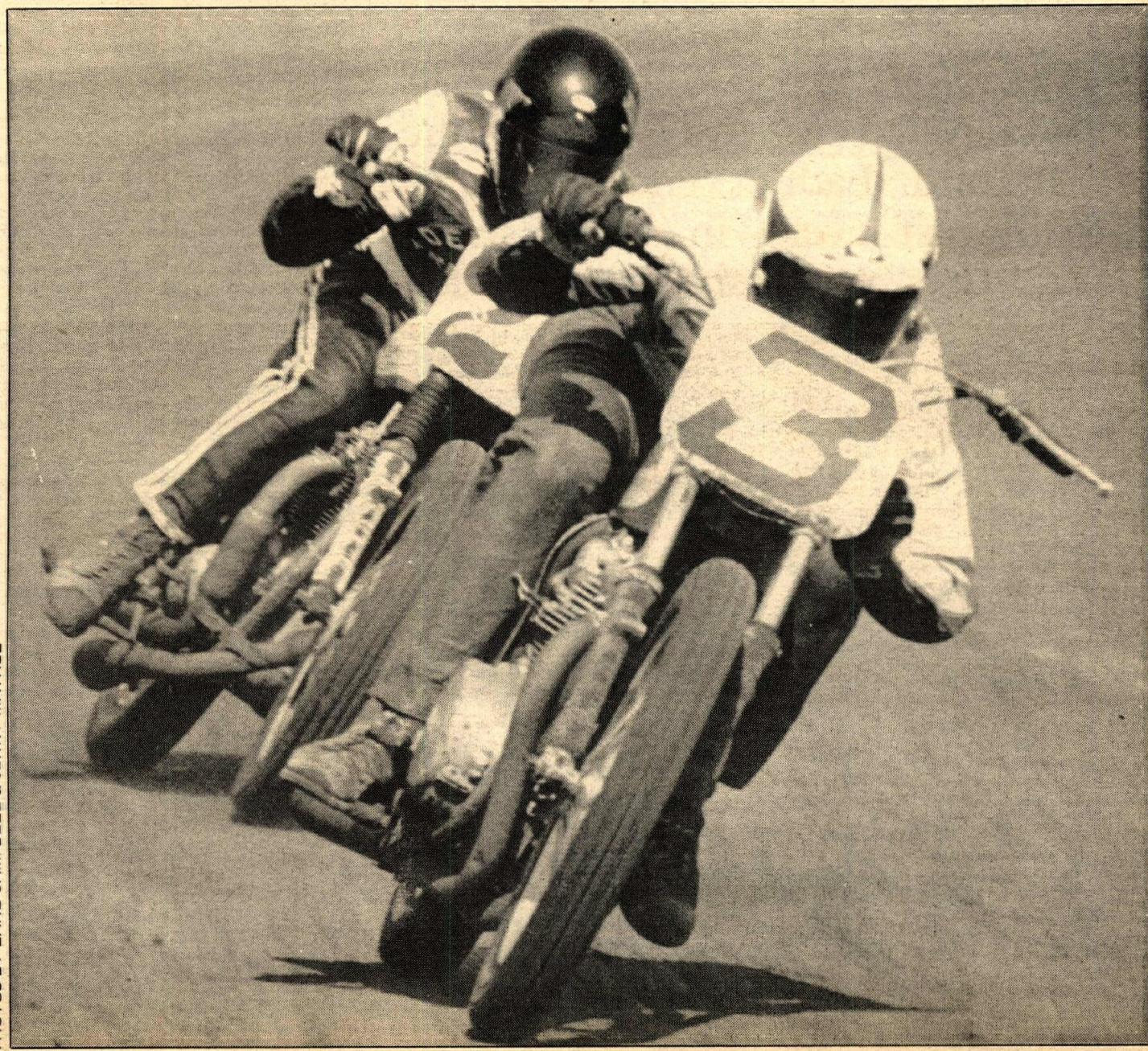
When they did clear away, they muscled Smith and Guthrie both aside to go after the big fish: Pearson. Scott motored much of the race unaware of the drafting duel behind him. McWhorter would enter turn three hotter each time, dragging low as Eklund highlined around. They came right up on Pearson late in the race, and looking at the white flag, bracketed him coming out of turn four. The surprise of seeing McWhorter with a wheel under him got Pearson momentarily sideways, effectively shutting the gate (drastically) on Eklund's outside power play. Pearson collected himself and motored clear as McWhorter drafted him for second. Mark Smith finished well off the lead trio's pace, and Guthrie, who had a comfortable fifth going, pushed a dead bike back to the pits on the last lap.

Pearson, who still doesn't have the points for Expert standing, promised he'd concentrate on being next year's number one Junior. Sounds like Mom raised him right.

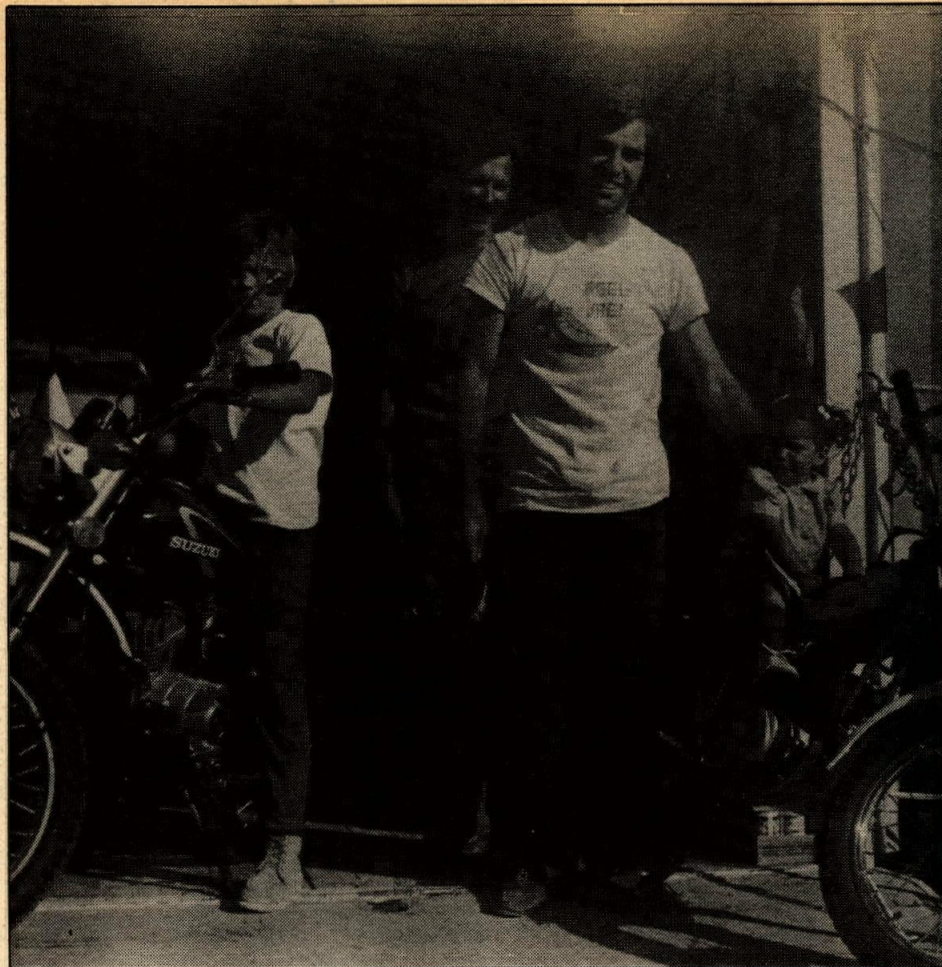
Results

JR INVITATIONAL: 1. Scott Pearson (H-D). 2. Dan McWhorter (Yam). 3. Steve Eklund (H-D). 4. Mark Smith. 5. Don Carlyle (H-D). 6. Jim Wright (Yam). 7. Bud Smith (Tri). 8. Chuck Miller (Tri). 9. Bill Oliver (Tri). 10. Lee Seidel (Tri). 11. Steve Toftdahl (Yam). 12. Frank Word (Tri). 13. Brad Hurst (Yam). 14. Earl Roloff (Nor). 15. Pat Guthrie (Tri). 16. Nick Nazzisi (Yam).

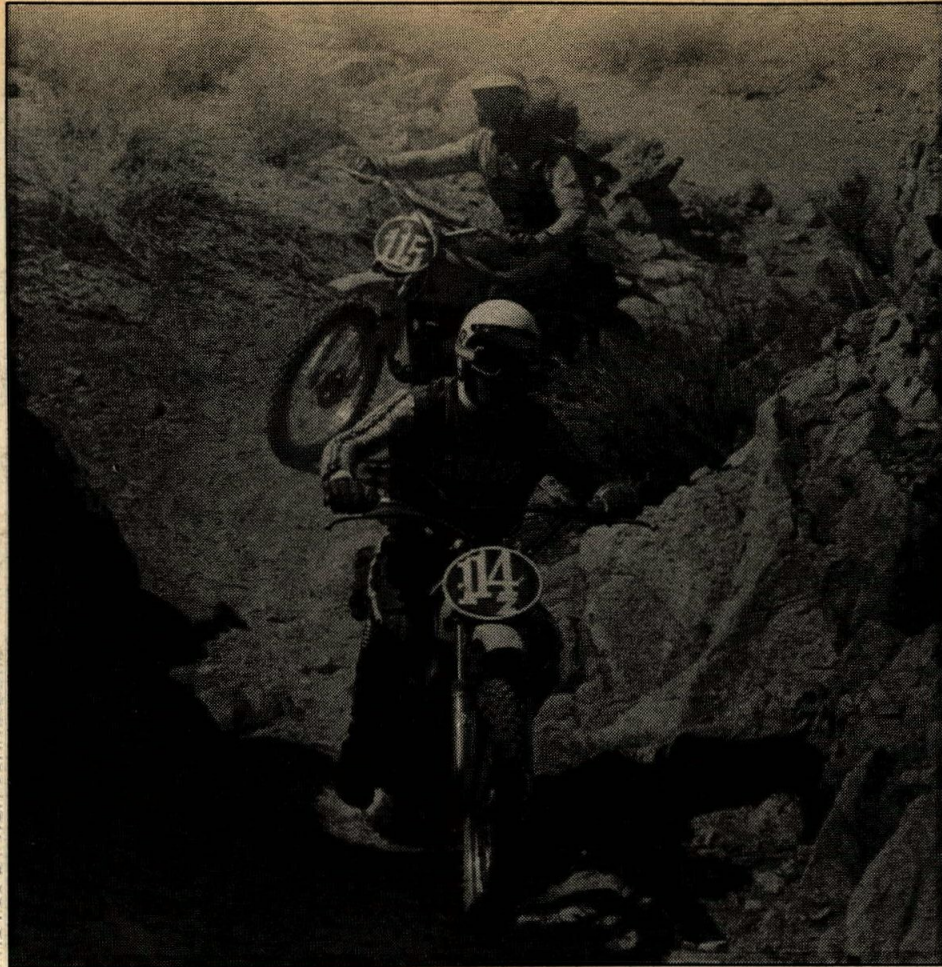
Drafting was the way to go. Romero and Gennai do it out of turn four.



PHOTOS BY LANE CAMPBELL & JERRY MATHIEL



Mark Crandall (l.) and Stacy McKenna (r.) fondle and/or drool on their new toys.



Picky-picky trail. You had to be creative to get in trouble.

PHOTOS BY RON SCHNEIDERS

2500 endure the desert

HOOK & LADDER ENDURO

By Ron Schneiders

CALIFORNIA CITY, CAL., AUG. 21

"By next year we expect the Hook and Ladder enduro to be the biggest event in the desert," said the enthusiastic fireman-

organizer Dick Paine. But, by any measure I can think of, he has already made it. Riders left the line, seven to 10 per minute for 274 minutes, starting at seven a.m. The last man left the line at 11:34 and would have had plenty of time to ride the course with an early number and then ride it again on his own number. There were 2261 mail entries, and an estimated 250 post entries. This makes it the largest desert event by several hundred entries.

It was also the most hassle-free event to be run in recent times, thanks to clock-work organization and unlimited good will. There is good will on the part of everyone from the workers, riders and sponsors, to the eventual beneficiaries; the Burn Ward of the County General Hospital.

The Hook and Ladder is neither a club nor a commercially organized event. It was conceived two years ago by about six members of the Pasadena Fire Department, as a method of helping their Women's Auxiliary with their chosen charity, the Burn Ward. The Auxiliary was working hard but not making a whole lot of money. The enduro, grossing \$8.50 times 2000 plus riders, has changed that situation for the better.

Charitable appeals for good causes, of course, are not novel, so it is fair to ask why this particular effort fares so well. The riders are promised a good

enduro, outa-sight finishing pins, and 20% trophies just like any other enduro. But there is more: On Saturday there was a kiddy trial for the very small riders. Wham-O donated 400 Frisbees as prizes for the event. Then at one p.m. there was a parachute exhibition by the California Aerial Circus Parachute Team. The high point of this exhibition was a 10 man star (10 sky divers holding hands to form a circle) while an 11th man, trailing colored smoke plunged through the middle of the start at something over 100 miles per hour. It was a spectacular show. In the evening, there was a movie, "On Any Sunday" natcherly. The movie was donated by Yamaha and, believe it or not, there are still motorcyclists who have not seen it even once.

The enduro was a great deal of fun for most contestants, but could not be called brilliant or even very imaginative. The course was nearly identical to that of the URA's Frosty Cactus, held in January of this year. Loop one, about 25 miles long, was designed so that wives and kids could finish without difficulty. The loop was situated in the plain area to the southeast of Rand Mountains, roughly paralleling the Randsburg-Mojave Road.

Loop two used many of the same trails of both the Frosty Cactus and the Shamrocks ISDT trial. The course was a longish loop (30 miles total), starting out in the foothills of the Rand Range,

going north east. Near the northernmost end of the loop the trail ran into the mountains proper for a while before coming back down to flat, whoop-de-dooed land for the run back. The schedules varied between 15 and 21 mph on the first loop and between 15 and 24 mph on the second loop.

Only one spot, a sandy uphill, about eight miles into the second loop, appeared to give anyone trouble. There Beginners had a chance to demonstrate techniques, for getting into trouble, that most riders have forgotten for years.

Expert Dave Evans came out this weekend to warm up for the District events. I asked him what he thought of the technical aspects of the run. It was like an enduro rider's version of the "How's your love life," toothpaste commercial. "Most of those checks were really accurate," he said enthusiastically, "and the tiebreaker agreed with my instruments right to the second." I waited. "But I couldn't make their clocks at the end of the loops agree with mine," he said finally. Other riders told me the same thing about the final checks, but no protests were filed.

After the enduro there was the prize drawing. At this point the firemen were at their organizational peak. The amount of loot they had collected was absolutely incredible.

The prize list this year was headed by two motorcycles, one of the kiddy Trials bikes, a TY80, donated by Yamaha, and a Suzuki 100, donated by Suzuki. Joe McKenna was the first winner on a ticket given to him by his friend (ex-friend?) Paul Crown. He chose the Yamaha for his daughter Stacy (now one and one-half years old, but already a veteran, and growing fast according to Joe.) The second bike was won by Mark Crandall, age 11. This was his first enduro and he lost one point.

There is no way to give credit to all the companies who donated to this cause, but here's a sample. Ashland Chemical donated 2000 cans of products from their Petrochem line, including Chain Life, ESP, Starting Fluid, engine cleaner and Cable Lube (guaranteed to 40 below.) The most personal touch came from Vera, of

Vera's leathers, who came out and personally measured the winner of her gift right on the spot. Small items were combined in bags so a winner got several small items. A typical bag contained products from Malcolm Smith's shop, Sudco, Bill Wister and Nippon Denso. 250 such bags were given away. In addition there were all sorts of helmets, leathers, dozens of pairs of Scott goggles, tires, Preston Petty gas tanks and fenders, and on and on.

It was not only the prizes that were donated. Concession stands were operated by volunteers with profits going to the Burn Ward. (They sold cold drinks, tee shirts and watermelon!) McDonalds offered their plush bus to transport firemen to the event, Flanders Company donated ribbon (the course was marked extravagantly) and Webco donated arrows. The firemen brought out their own ambulance and medical personnel, along with dozens of friends, wives, girlfriends, and kids to do all the work.

Thanks to the continuing efforts of The Pasadena Fire Department and their ladies, the Burn Ward at County General (staffed by USC Medical Center personnel) is among the most modern and well-equipped in this country. Proceeds from this year's event are earmarked for audio-visual monitoring equipment that will allow one nurse to keep a continual watch over several patients.

Raising funds in this manner is a promotions game, enticing people to give time, manufacturers to give merchandise and, ultimately, riders to donate entry fees. Chief organizer, Dick Paine, is already thinking of ways to make next year's event bigger, better and ultimately more profitable. One, as yet uncooperative source, is the BLM, the only group besides the Burn Ward making a profit on the operation. They get a \$1 per head as always. For next year Dick is looking for a new movie, more prizes and more extra added attractions. Maybe fireworks, or as somebody suggested, they could have the first totally dust-free desert event. "All we'd need," said one fireman sarcastically "is all the hose in Southern California and a lake for a source of water." It sounded impossible, but Dick Paine had kind of a gleam in his eye. ●

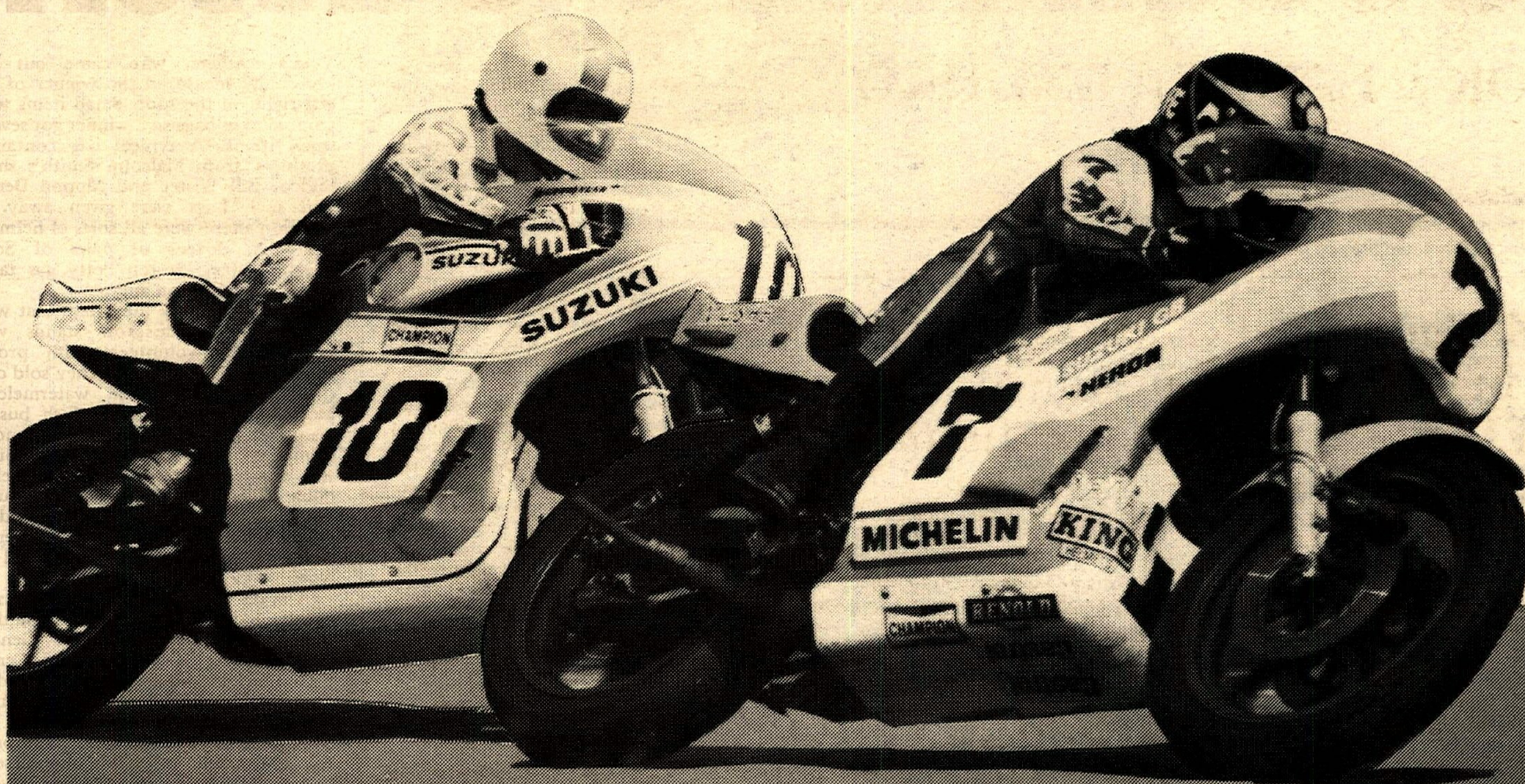
At the Mallory Park International Race of the Year:

SUZUKI'S SHEENE OUTSHINES 'EM

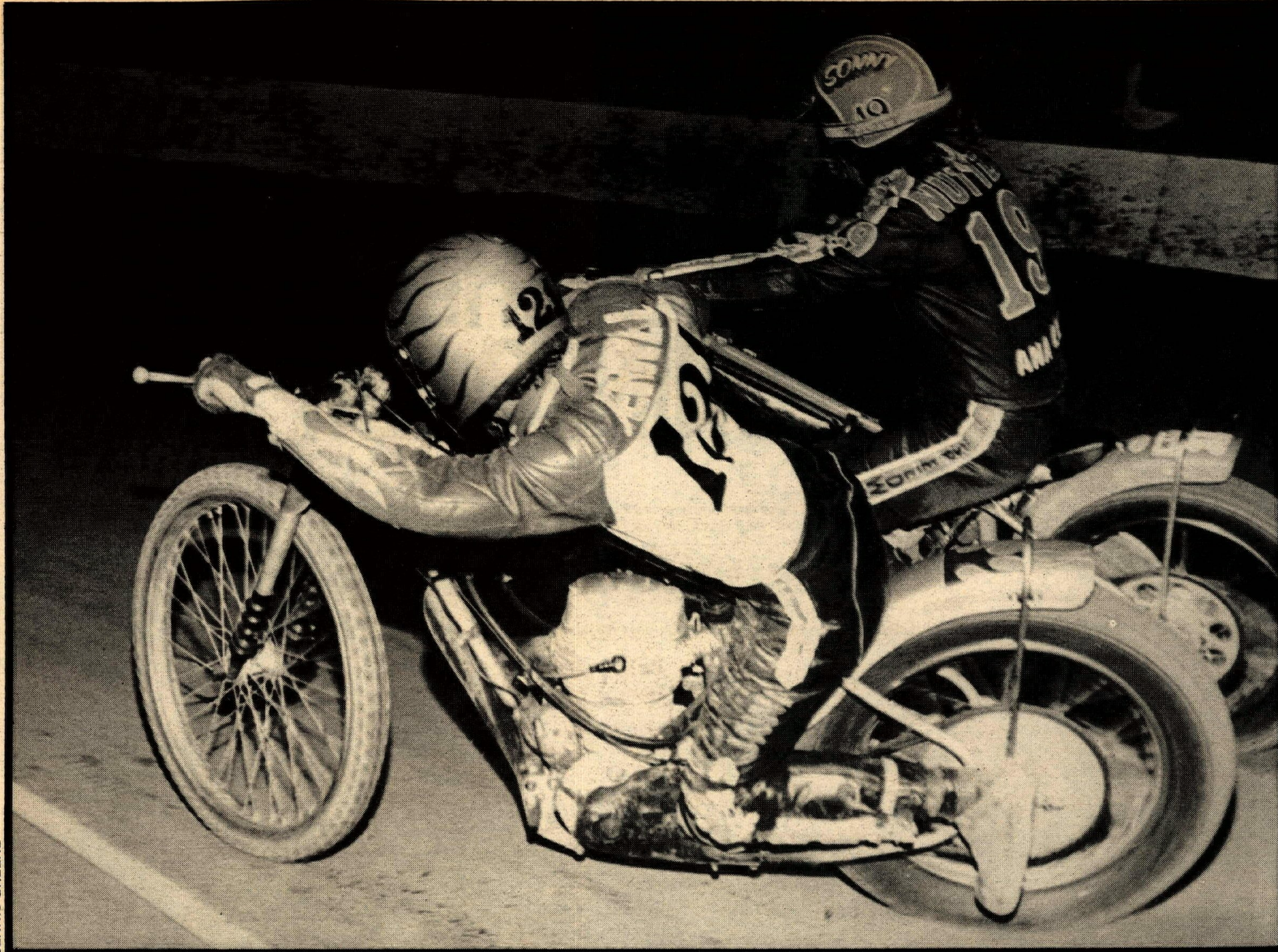
... with **FIRSTS** in all three races and a record breaking lap time against a field of Europe's fastest seasoned riders and the world's most exotic road racing machinery.

Teammate David Aldana rode his Suzuki to finish 2nd in the International Race of the Year and 3rd in the Motorcycle News Super Bike Championship.

For the road or the dirt, see the shining new machines at your Suzuki dealer.



DENNIS GREENE



Ferrell tries the old one-two crouch technique on Sonny Nutter.

SPEEDWAY WEEK

Three down, three to go

By Dennis Greene, Bill Kolberg
and John Bethea

Ventura, California September 16, 1975

The third round of qualifying for the U.S. National Speedway Championship was run Tuesday night at Ventura with the top 32 riders in competition.

Under a dark sky that produced rain several times, Steve Bast turned a perfect score of 12 points, making him high point man of the night.

Scott Sivadge is still high point man of the three nights of qualifying. So far he has lost but one point in 12 rides. He lost that point to Steve Bast, the current U.S. Speedway Champ.

Again after 32 events there was one runoff to decide second place between Larry Shaw and Scott Sivadge. Shaw took the win.

I made a math mistake in last week's story but if you turn to the results page, the totals after three events are listed and are right at this time.

Rick Woods did not ride this round of qualifying because of an arm injury suffered Saturday night at Bakersfield when he was involved in a three-man pile up. Loss of points will move him into the 17th spot right now, but with three more rounds to go, Rick should make the finals.

Northern riders Alan Christian and Rich MacMurray are still in competition for the finals, Alan has earned 19 points and is currently 15th place, MacMurray has 16 points and is tied with Rick Woods for last spot.

Next qualifying round is in Northern California at Cal Expo in Sacramento on the 20th. Then round five at Inland Raceway in San Bernardino on the 24th, and the final round of qualifying will be run at Costa Mesa on September 26.

San Bernardino, California September 17, 1975

Pasadena's Max Koemans scored an upset in his first handicap win of the season, at Inland Speedway.

Koemans made the most of this 10-yard handicap to win the five lapper over 1973 National runner-up Mike Curoso, still nursing an injured foot, with Dean York current kingpin Steve Bast, Sonny Nutter and Jim Fishback in his wake. It was a personal best for the second-year speedway cyclist, who flashed excellent form in winning all three of his races.

The scratch main was decided at the start, as the "Fullerton Flash," Larry Shaw anticipated the tapes perfectly and opened up a sizeable lead from the gate. A titanic struggle shaped up

behind him, with Sonny Nutter edging Jim Fishback and Mike Curoso — all three making both mains.

Rod Sexton, younger brother of 1974 runner-up Jeff, rose to his full potential while taking the second division main, following his easy heat race victory. Riding a new bike, owned by off-road expert John Starner, Sexton roared to a pair of flawless wins from his 20-yard impost.

Inland's only two 50-yarders in first division history, current Champion Steve Bast and popular Bruce Penhall, hooked up for the evening's match race. Penhall hugged the pole for two laps, barely squeaking out the victory.

Irwindale, California September 18, 1975

Unexpected winners entered the victory circle in both the Handicap and Scratch Mains in front of a small crowd. Somehow it seems folks figured that after the National Qualifier the season was over at Irwindale Speedway. Not so, as both Dave Sims and Steve Nutter, who each won their first race of the season at Irwindale, will attest.

Sims got his advantage early with a 10-yard line start. Bruce Penhall, coming from the 30, held back his equally handicapped foe Scott Sivadge for second. Mike Bast got fourth and Jim Gresham wound up fifth.

The Exakta this week centered on the Scratch Main. All a spectator has to do is place the event finalists in order. Of course, you have to first figure out the finalists before the Semis are run, but after the heats have been completed.

Steve Nutter won and disrupted 99% of the entries in the contest (winners got four free passes to the Irwindale Track Championship October 23rd).

Nearly everyone picked Scott Sivadge. Scott finished third in the Scratch Main and that ended most hopes for the Exakta. Steve Nutter made it a clean sweep in the Scratch, however, with Mike Curoso taking the runnerup. Mike Bast, another heavy favorite, ended up last.

The Irwindale Exakta will run again this Thursday night with the chance of all lucky guessers winning four passes to the track championship (a \$12 value).

Costa Mesa, California September 19, 1975

Speedway is the biggest weekly motorcycle attraction in the country and it's still growing. Prize money (some \$17,000) for the U.S. National Speedway Championship will be the largest purse ever paid in the world for a speedway meet. Bell Helmets, Bates Leathers, KEZY Radio, Al Martinez Body Shop, Select Vans and more than a dozen other backers of the sport have added to their ranks the local Datsun dealers who will be taking care of some of the advertising for the U.S. Finals.

Bell Helmets have been paying for the qualifying rounds, and this past Friday night they were the host paying \$100 over the purse to the winner of the Scratch and Handicap Mains and Second and Third Division were not overlooked either. They each got \$25.

Mike Bast rang the Bell in the Scratch Main after a come-from-behind win over Rick Woods. Jeff Sexton got past Scott Sivadge for third.

Handicap winner Mike Muntean took it from the 10-yard line, holding off Mark Cherry for the five-lap victory. The finish was so close that both riders took a victory lap while official decisions were made. Mike picked up his 100 Bell dollars.

Results in Results Section.

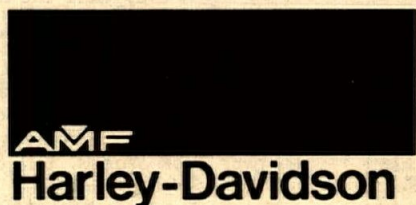
== AND AGAIN!!

September 30, 1975 **CYCLE NEWS**



KEENER WINS TOLEDO 1/2-MILE as Harley-Davidson dominates race, takes all 4 heats!

The heat winners: Scott Rader, Dave Sehl, Corky Keener and Jim Ziegler. □ And, from there, Corky went on to win it all. □ Previously, the amazing youngster, Jay Springsteen set a new qualifying time record for the track of 29.703! □ All in all, 10 Harley-Davidson riders qualified compared to just 2 Yamahas and 2 Triumphs. □ Corky came in Number One, of course. Gary Scott was Number Two—and established a whopping 336 A.M.A. point lead over Kenny Roberts. □ Osborne and Beauchamp came in four and five for Harley-Davidson. Taking the seven, eight and nine spots were Sehl, Rader and Freeman. Eleventh, twelfth and fourteenth places belonged to Kidd, Ziegler and Rush. □ Toledo's just the latest of Harley-Davidson's 1975 race dominations. And it proves again that it takes both outstanding men and great machines to win and win consistently. □ Get in on Harley-Davidson's winning ways. Visit your Harley-Davidson dealer. He'll show you how to do it.



The Great American Freedom Machines.

Slushway? Fridge track? Co



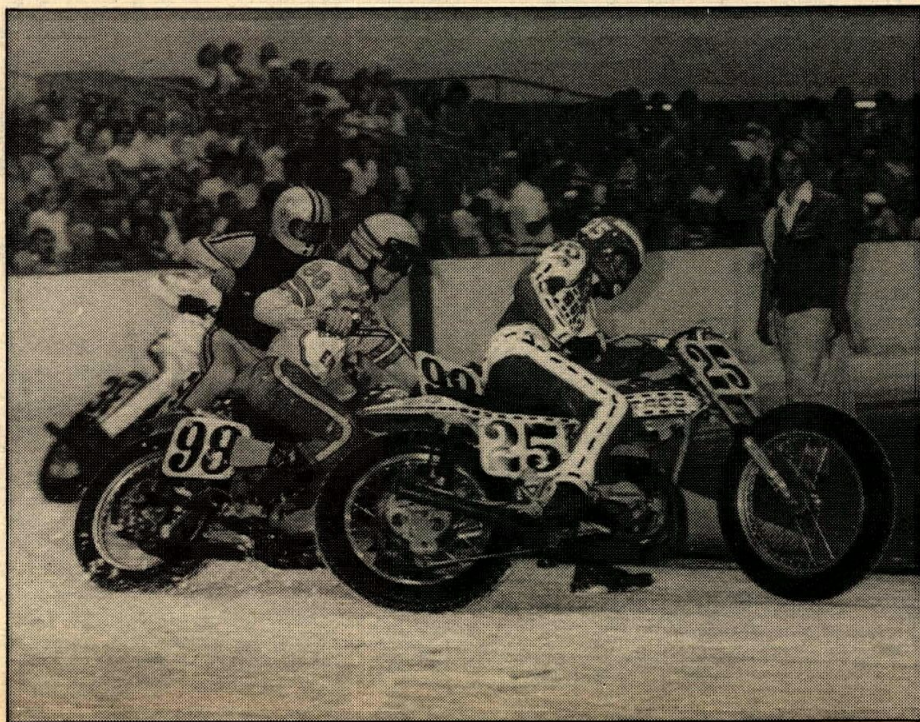
Hey, now just a gosh darn minute you guys, I wasn't even ready yet. Besides, I forgot my mittens!

California Ice Racing debuts

By Charles Clayton

LONG BEACH, CAL., SEPT. 19
 "... Guaranteed to make hockey look like a Girl Scout picnic" declared the ads, so we trucked down to the Long Beach Arena to see this new attraction of Media Max. Indoor short track racing on the rocks. It was a warm summer night in the 80's, but rinkside the air was nippy. Promoter Mike Goodwin worried about the thickness of the ice (only one and one-half inches owing to a broken freezer) and AMA Referee Chub Kellam wore two pairs of socks for insulation. About 3,500 people attended the action as six-racer grids skid 16 round-robin, six-lap heats around a dinky rink. The poles were moved apart as the groove turned to

Rob Morrison (25), giving "Little John" Hateley (98) the cold shoulder.



slush and the racing improved as the track lengthened. Semis and Main Event ran almost to the rails (about one-tenth-mile oval) and gave great promise of things to come on thicker ice.

Racebikes were conventional 360cc formula short trackers, with 1,000 half-inch, hex-head sheet metal fasteners screwed in the tires. Winner Al Gaskill, an East Detroit motorcycle shop owner who just happened to be visiting the Coast, renewed his AMA card just for this race. He had hung up the handlebars since 1969. Gaskill won nine in a row, including the Main tonight and didn't even know how much the purse was. "It's just for fun, Ice Racing," Gaskill informed us. "Back home we race half-mile on frozen lakes. When the ice gets one or two feet thick, there's nothing else to do, so we go ice racing. Not for money, just for fun." Gaskill admits no secret technique, "Just experience. I get good starts."

Al's winning Bultaco, "The Lone Bul" of Ascot novice fame, was tuned by Pete Pistone of Canoga Park. When the races were over and fans filled the pits, Pistone was found taping innertubes over the studded tires. "Is he doing that to hide your secret stud

dshoe?



PHOTOS BY DAN MAHONY

pattern?" a California-type inquired. "Nope," Gaskill replied. "It's just so it don't scratch the floor when we roll it out."

MediaMax tried to improve on Speedway pizzazz with Roxy Rockwood coolly announcing the races and white-tuxedoed Dan Skahill strutting through the trackside interviews, but the pace suffered from having too many men in the heats (four would have been better).

The two-man match races (Eddie Mulder beat Gaskill for once) and the eight-man Main were exciting. It did look like fun.

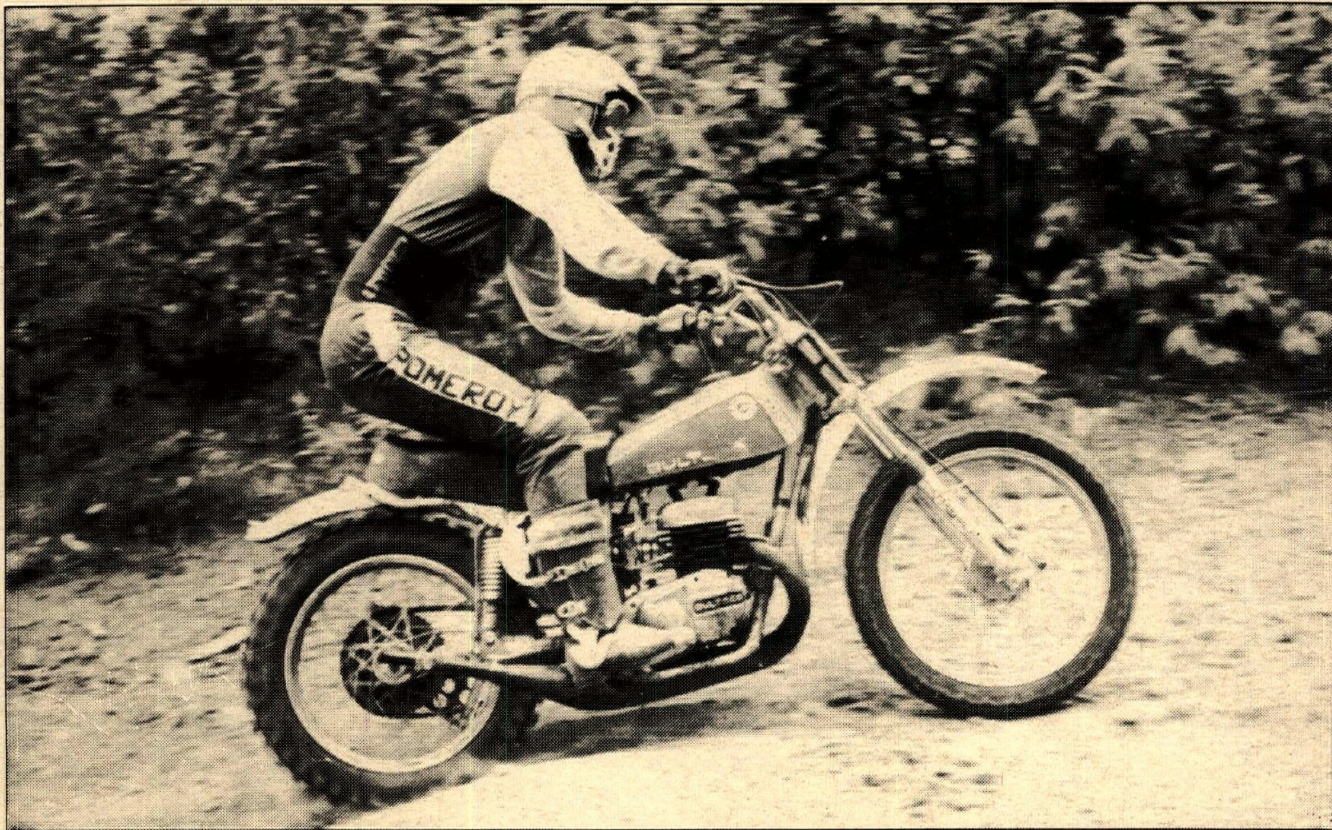
With larger purses (\$1,200 was sweetened by another \$1,000 "to improve the show") Ice Racing might come to resemble hockey. Let's hope we don't see mayhem-for-money with studded wheels instead of skates and sticks.

Results

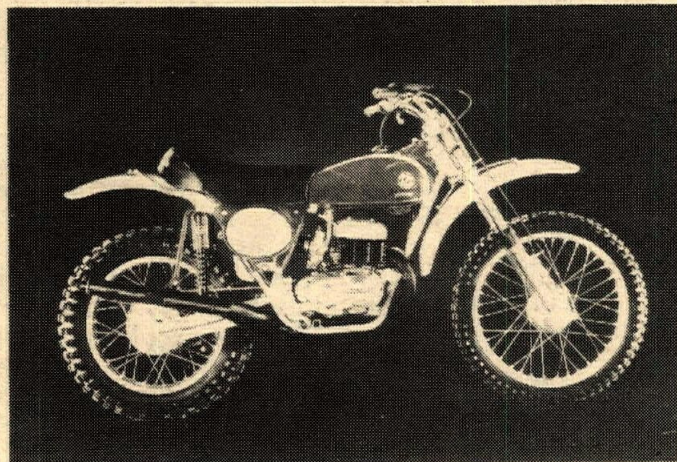
MAIN EVENT (15 laps): 1. Al Gaskill (Bul). 2. Dennis Briggs (Yam). 3. Rick Hocking (Yam). 4. Dave Hansen (Hon). 5. John Gennai (Bul). 6. Sid Carlson (Hon). 7. Eddie Mulder (Tri). 8. John Hateley (Tri).

Bimbo beats the big boys!

First American to win a Grand Prix is now the first man to beat all three World Champions in the same race!



Maggiora, Italy, Sept. 7, 1975 Trophee des Nations



The Mk. 8 Pursang . . . a winner!

Every year four of the top riders from every country are entered in a 250cc race of champions. The best riders in all three world championship classes are mounted on the fastest bikes in the world to compete for the honor of winning the most prestigious race of the year, the Trophee des Nations.

At the end of the first moto there was no doubt who was the best. Jim Pomeroy and his 250 Pursang had defeated every great rider in the world including the three current world champions!



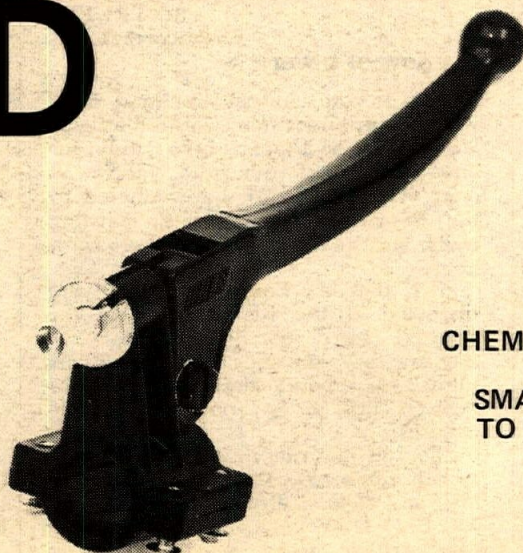
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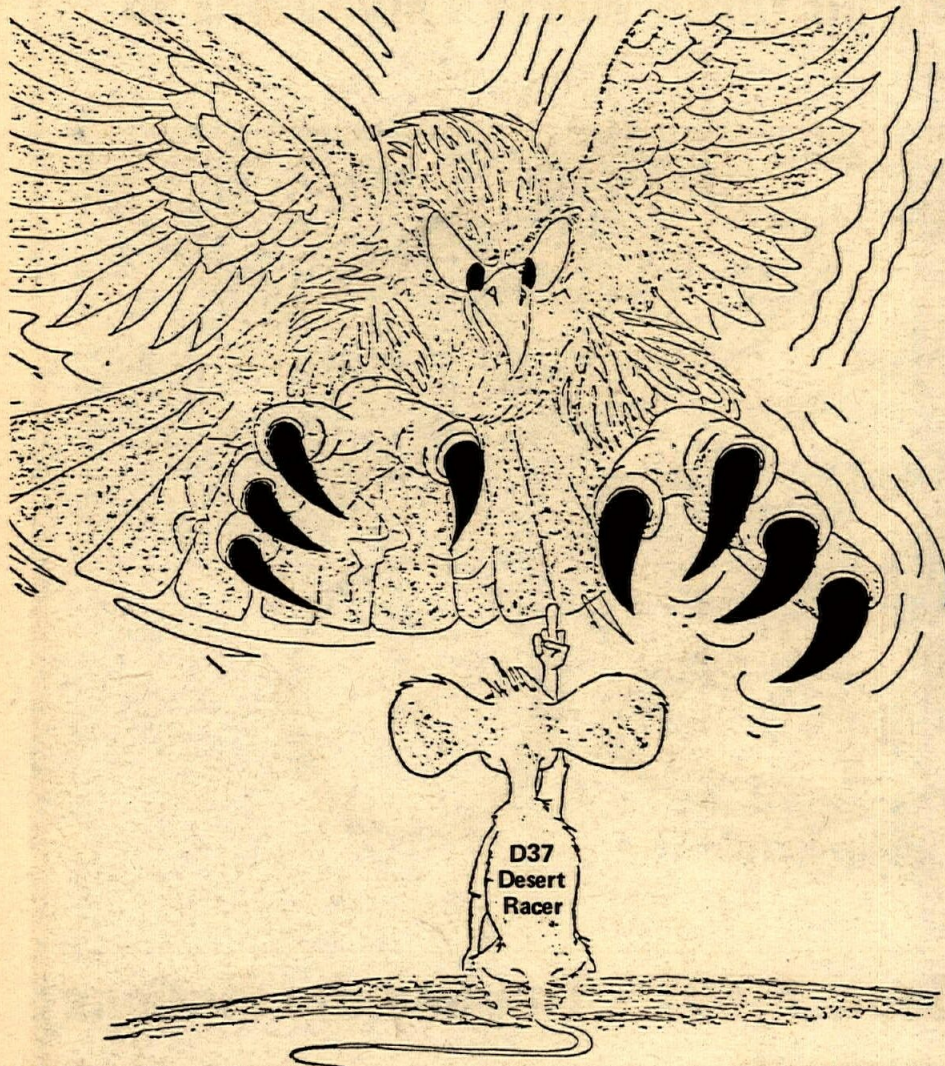
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Open letter from San Gabriel Valley MC

We have the option to appeal the BLM's denial of our Barstow-to-Vegas race permit and we are doing so. It is our feeling that with all our money spent last year doing their "Environmental Impact Study" and their "Evaluation Report," all this has already been done more completely than ever before. The environmentalists brought power to bear on them to spend our money and do these reports; now they are jointly saying it has to be done again.

How long must we stand for this? Our public desert lands that can be used for competitive events are rapidly shrinking to no more than large closed MX-type areas. We feel the time has come to say "enough!"

We pledge to all of you that we will pursue this event through all the channels available to us and either have a Barstow-to-Vegas race on November 29 or no race at all. Watch for our future ads in Cycle News and please consider contributions as this will not be an inexpensive endeavor. We will acknowledge all contributions in writing for both our records and yours.

DENNIS CRAWFORD — REFEREE
SGVMC, 1106 N. Moonlight Smt. Dr.
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Sierra Club, where are you?

Attention Where-Is-The-Sierra-Club-When-We-Need-It-Department: The Department of Interior has recently announced that strip mining operations will soon begin in Death Valley at the scenic and well traveled Gower Gulch and Sabisky Point areas. The Parks and Recreation Department is trying to fight this land rape but the Department of Interior says they are powerless to prevent the strip mining. While the Sierra Club is digging in and fighting the trench skirmish against the bikers, the Corporate Enemy is busily

steamrolling ahead and winning the war. Congratulations, Sierra Club, you assholes.

M. THUNDERPUSSY
25641 Hemet St.
Hemet, CA 92343

Ride on

I just heard about the Barstow-to-Vegas race being cancelled. It seems the Sierra Club has gotten in our shorts again. They have taken our biggest race from us — not just 50 acres where some Indian or extinct animal pissed on a bush 100 years ago, but a 170 mile stretch that belongs to us. And all of it done with our tax dollars.

Most of us haven't the time to attend all the land-use meetings, but we've got the time to ride. If you were planning to go to Barstow for the race, go anyway. Maybe they can stop 3000 bikers from having a legal race on our land, but they can't stop 3000 friends from going trail riding. Be involved with more than just your bikes and your beer.

BO TRETTE
Chatsworth, Calif.

It's now or never

This is your land and my land and I will not surrender mine without a fight. We may not be a typical bike family, for only one out of four rides, yet we all enjoy the desert. We have adhered to the designated riding areas, existing trails, and hauled ours and others trash home.

I've had it. I'm mad, bitter, and disgusted at the BLM's denial of the special land use permit for the Barstow-to-Vegas race. Are all bikers idiots? It's apparent that BLM's director believes this to be true. Such feeble excuses!

To you that ride today and for yours to ride tomorrow, Dammit; get off your duff and at least drop them a post card. Let BLM know your outrage. If nothing else scribble seven words, *I protest denial of the Barstow-to-Vegas permit.*

K. BLANTON
Lakewood, Calif.

Address it to State Director Ed Haste, BLM, 2800 Cottage Way, Sacramento, CA 95825... Editor

Gorilla on the loose

I was deeply angered by the tactics used to prevent the Huntington Beach MC from having their event September 14. I am a land owner in the Cuddeback area, and feel it is time that cycle enthusiasts join the population of land owners from which sponsoring clubs request permission for their events. In this way, those opposing us can be monitored, and land owners won't be the unaware pawns in the desert conflict.

MONA GORILLA

THE ENDURO SCENE

Deception in the desert

Remember a few short years ago when the BLM was putting their so-called Desert Plan together? Remember how we were promised that motorcycling would retain its rightful use in the desert? Remember how many people spoke out against the plan claiming it was the first step in shutting us out of our recreational pursuits? Well, those alarmists were right my friend. Recent events have led me to believe that a "push" is on by our enemies to curtail our use altogether.

Case in point: Barstow to Vegas...

Why bring up Barstow to Vegas in an enduro column? If the environmentalists have their way with a "big" race like B-to-V, enduros are next. And B-to-V is in extreme danger of becoming one of those "classic" races that you can tell your kids about because it won't be around anymore.

The BLM has just turned down a permit to put the Barstow to Vegas Hare and Hound on. The reason: They (BLM) didn't have enough time to study the impact. Can you believe that? Last year's race was put on only after the most complete and massive study ever done for a race. The course was put off limits afterwards so a study could be made on the actual impact of the race to the course and now they tell us they don't have enough time? I detect some typical government bureaucratic bullshit here.

If we let them get away with it, it will signal the beginning of the end for racing and possibly all motorcycling use of the desert. Let's not kid ourselves. If we don't band together now and fight we can just hang it up and go buy a boat or something.

There is a proposal before District 37 to establish a legal fund to hire some lawyers and such. This is an absolute

necessity and must be done now. A rider surcharge of \$1 per rider per race has been suggested and it is a very good idea. It means a lot of money over a year's time for a rider to shell out but what the hell. We pay \$1 per rider to BLM for absolutely nothing in return. This way we will know where our money is going.

This fund should not be strictly a D-37 fund. All users and promoters should contribute to it and benefit from it. Non District promoters such as CRC, SRA, PVDR, DRA should contribute also for their own protection. The question is whether the AMA is going to jump in with full support. Their attitude towards the B-to-V was basically a defeatist one. They had best support D-37 or lose support with California cyclists.

Another major problem with BLM is the private land controversy. BLM asked Huntington Beach M/C to pull its permit this last weekend (Sept. 14) when it was brought to BLM's attention (three guesses who) that HBMC did not have written permission to use some private property on their course.

Much outrage by District riders. However, the real problem lies in the requirement to have written permission. There is a lot of private land out there in the Mojave. A lot of areas that have been heavily used in the past will not have permits issued in the future due to the private land question. Why has BLM started enforcing this requirement? Pressure from the environmentalists and from the San Bernardino County Board of Supervisors.

If there is a group of politicians that are more anti-motorcycle than the San Berdoo Board, I don't know about them. There is only one thing that politicians understand and that is voting power. Bikers must band together and vote out of office the anti-motorcycle members of the board. We have the power if we just use it. Think how many friends and relatives you could probably talk into voting your way if you lobbied enough? Multiply that by a few thousand active bikers and we wield a lot of power. We outnumber the Sierra Club 50 to one in size but they have an effective lobby and organization and also money to back them up. We are being made to look silly because we refuse to get our act together. We are up against the wall, people. There isn't much time left.

Late flash

The District 37 Board of Directors met Tuesday night, September 16 and came up with the following:

1. A legal Defense Committee has been formed to plan a definite course of action in regards to the problems facing D-37 desert racers. Names, addresses and phone numbers of committee members appear below.

John Townsend
1133 Sierra Avenue
Santa Ana, CA 92707
(714) 557-0754

Bob Tarter
2070 Genessee
Orange, CA 92665
(714) 998-5859

Jim Wells
10238 Chaney Avenue
Downey, CA 90241
(213) 861-3642

2. Club fees will go from \$5 a year to \$50 a year in 1976. This money will boost the D-37 treasury so money will be available for emergency action if need be.

3. A legal defense fund will be created if the Sports Committee approves at its October 2 meeting. A surcharge of \$1 per rider effective October 15 will be suggested. The Legal Defense Fund will probably be open to all desert users such as DRA, CRC et al. While the surcharge won't be effective until October 15, it wouldn't hurt to ask for donations at your race for the fund if you have a race before then. Let's get it going and build it up. Not only racers but industry people who will be directly effected if we are shut out. You know who you are, let's stand up and be counted the best way possible: money talks.....

Larry Langley



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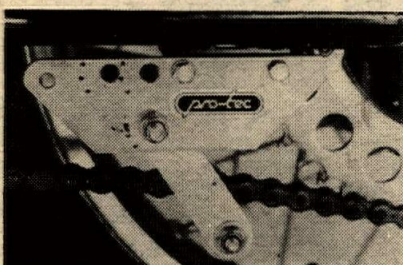
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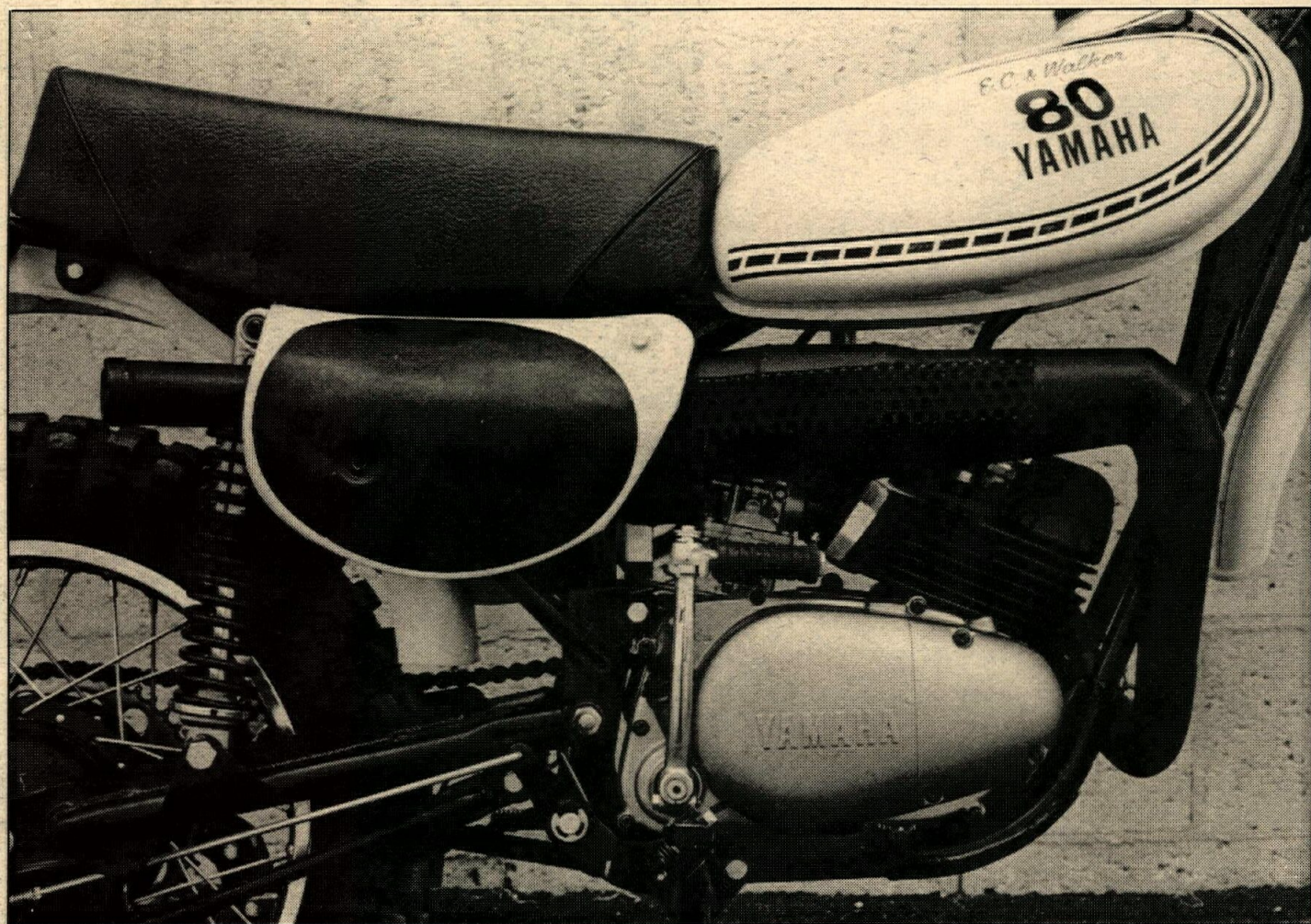
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YZ 80B M



E.C.'s complete "works mini racer" including the moved-up shock conversion detailed earlier in Part I.

Part II..Tricking the engine

By E. C. Birt

With racing as it is today there are three classes that the Mini YZ 80 can race in depending on where you live. Two engines can be built

from the 73cc cylinder; 83cc and 86cc. If you're running in these larger classes then you may want to build your engine into one of the bigger cylinder sizes and not give away the extra cc.

First, we will look at the 73cc cylinder and the porting and trick stuff that will make it do its thing. The porting and pipe specs will also work for the 83cc and 86cc engine sizes.

Two things that you can do to that box stocker that will give you a noticeable increase is air filter and a pipe mod. The air filter for the YZ 80 has a hurt, but this problem is well handled by a filter from *Fun & Fast*. Any local Yamaha dealer should have this filter in stock.

Next, pull the pipe off and break out your hacksaw. Saw into the pipe right where the rear cone starts. After you have the pipe apart dig out all the screen wire and factory carbon catchers in there. After you have the insides cleaned out like a catfish ready for the frying pan, remove one inch of the center section and weld the pipe back

together. Next cut off the stinger leaving only one inch of it and install a silencer with a three-quarter or seven-eighth core size, depending on the type of track that you are racing on.

Next step up the HP ladder is the reed assembly and the carb. The best reed for the engine, one used by most of the mini tuners, is the D.H. reed. Again this is a part that you can get at any local racing shop. The reed is a bolt on reed but you will have to do a little rubbing on the cylinder reed housing to get it in. (Note pictures for machining and bigger reed.)

The D.H. reed is twice the size of the stock reed and the baby has to be fed before it can grow. With the reed change, the stock flange mount 22mm carb is a little small. Get a 100cc Yamaha MX manifold (Part No. 304-13565-70) which will bolt to the reed and then you can choose any one of three rubber flange mount carbs in either 24mm, 26mm, or 28mm, size. On most of the engines that I build the 26mm carb is the one that we find to handle just about every need. Sudco International, 1824 East 22nd Street,

Los Angeles, California is the home of Mikuni and they can build any of these carbs with the right jetting for your engine needs.

Now is the time for you to make the choice if you're going to buy a complete top end engine kit or do your own. The porting diagrams are from Yamaha International racing department which is WFO so if you think you're not ready for that much loss to the bottom end torque then only go half of the amount to be removed.

The pipe (Fig. 2) is just a little on the hard side to build but it works pretty good. Here you can also take the easy way out and buy the factory pipe for the 80 from your local Yamaha dealer.

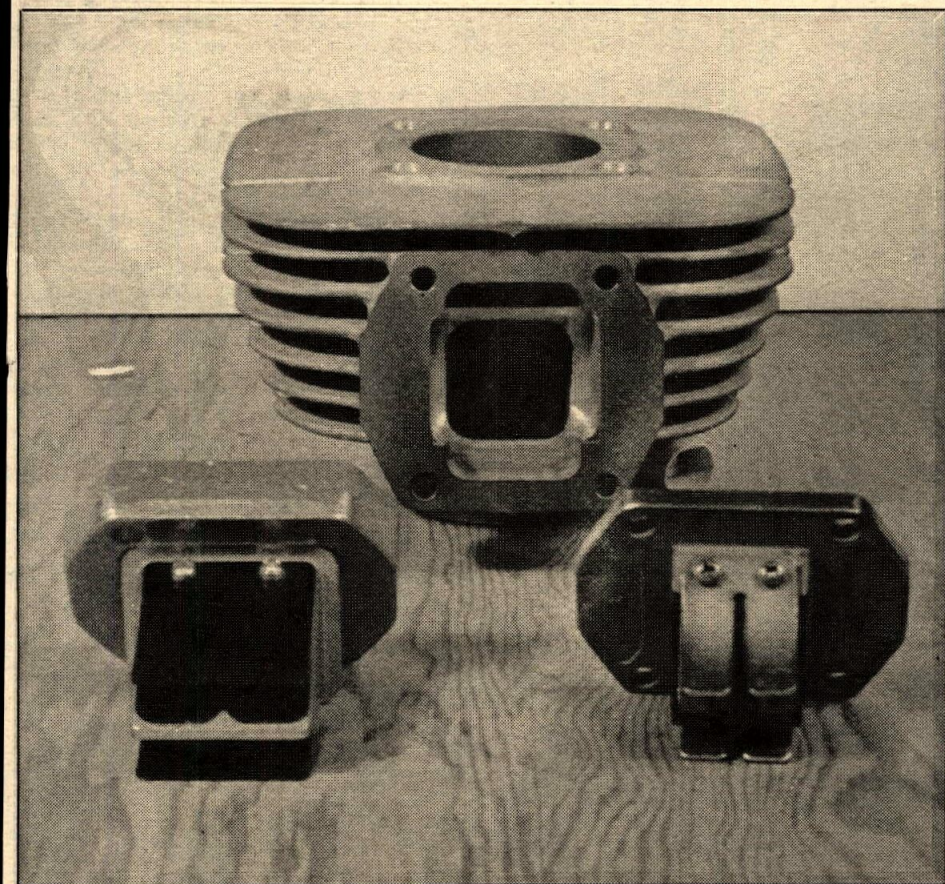
The 80 has what you would call a wide ratio gearbox and if you're going to build your engine on the pipey side get a Noguchi close ratio gear set. It's well worth the expense and the trouble to split the cases to install the set of close ratio gears.

Now if you want to really put some hair in that little Yellow Zonker, then your next step is to go to a larger engine size. A 50mm bore will give you 83cc plus a touch. With .040 (about 1mm more) you have 86cc which will make you legal to run in the 100cc class.

Wiseco has pistons that will take you up to the 80cc plus class or you can use a number of pistons that are made for other bikes like Suzuki, Kawasaki or Hodaka.

If you happen to have a Noguchi cylinder that has got its self in trouble then you can use it. After you have the welding and machining done to get the cylinder the right height you can bore

Mini Racer



PHOTOS BY E.C. BIRT

How the D.H. Reed compares to stock, and how much metal to remove to clear it.

Figure 1

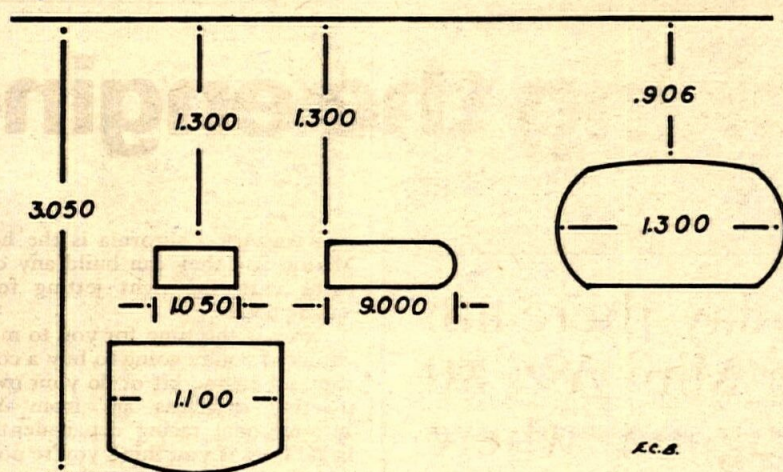
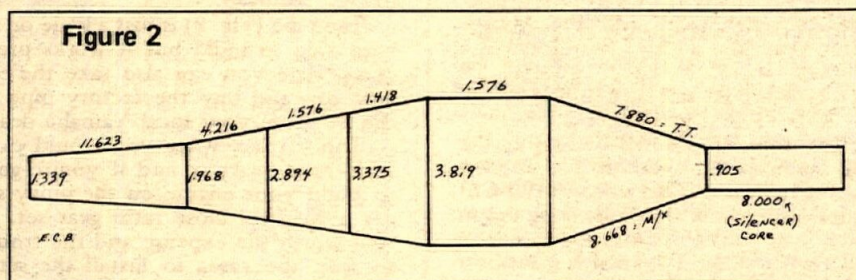


Figure 2



out the old chrome and then send it to Superior Plating Company, 2500 Post Road, Fairfield, Connecticut 06430 and they can replace the chrome.

If you are rebuilding your stock cylinder, then you will have to resleeve it because before you get out to the big bore size you will find that you just run out of cylinder liner and struck alloy.

Los Angeles Sleeve has sleeves for the YZ cylinder that will let you either go back to stock bore or on up to the 86cc engine size. The sleeve has a bridge in the exhaust and one in the intake which will make piston and ring life longer.

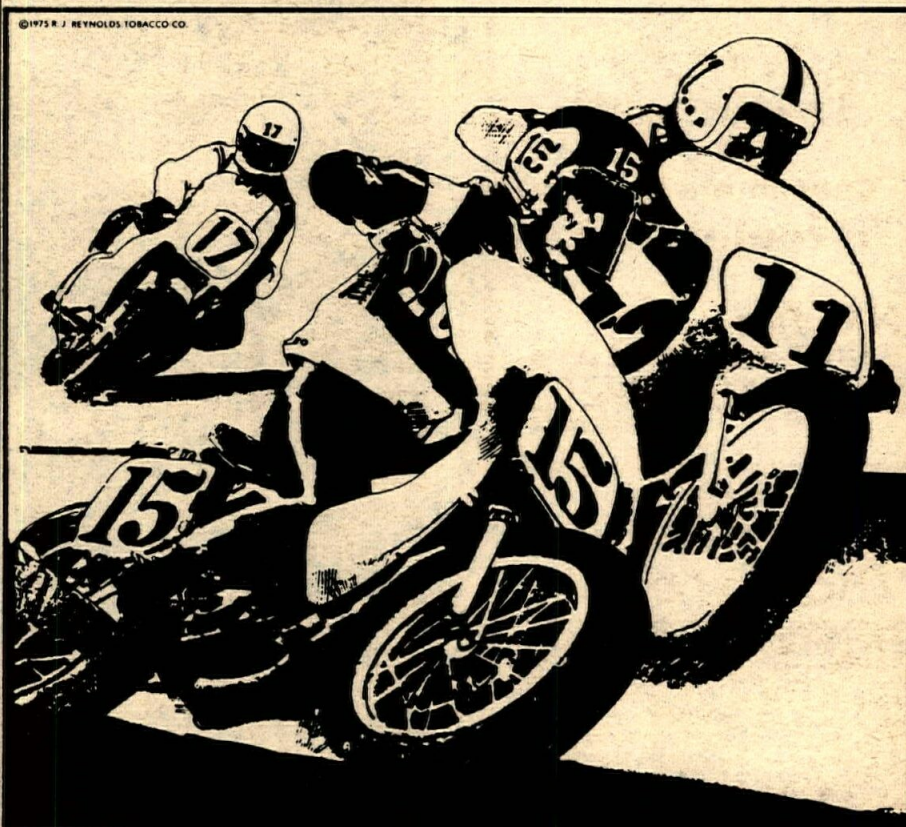
Their address is 3600 East Fowler Street, Los Angeles, California 90063.

One thing for sure, when you go pouring in the horsepower you better do something with the handling. Go back to the first part of this tech piece (CN No. 31, Aug. 12, 1975) on frames.

Something new for the YZ 80B: Bob Ottow of Ottows Werks has made gas fork caps for the minis. If you change your forks over to air, I have found that they will take anywhere from 100cc to 140cc of oil per leg and 25 to 35 pounds of air depending on the size and weight of the rider.

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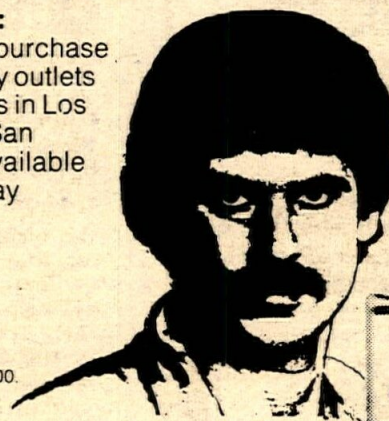
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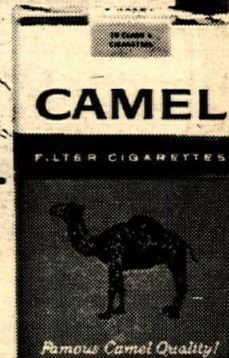
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Desert hotline



LINDA HECKER

The sight of another club's jersey up ahead brings out a passing desire.

D-37 desert: Jackrabbits hare & hound

By Jim Stewart

LUCERNE VALLEY, CAL., SEPT. 21 With a minute's lead at the bomb, Mitch Mayes made a wrong turn. The Jackrabbits laid out their loops using the smoke bomb run twice — turning right for the first loop and left for the second. You guessed it — Mayes went left the first time, and even got two check marks before being stopped.

This was all BR Yamaha rider Brent Wallingsford needed to get his first overall win. Nevada rider Jack Johnson made one of his rare appearances in the Mojave to place second overall, first 400 Expert. Next to reach the finish was Mono-mounted Invader Doug Winchell, second 400 Expert.

Picking up second 250 Expert (Wallingsford was first) was Larry Roesler (Hus). Roesler outrode Ron Wright, who was third Heavyweight Expert. Bruce Ogilvie (H-D) picked up

another top place, sixth overall, third 250.

Back among the small-bores it was Max Eddy (Pen) taking the 175 Expert class, while Charlie Hamill (Pen) did the same to the Trail Experts.

Ed Zovjs was first yellow stripe to get the checker while J. Harrison on another 400 was second Junior overall behind him.

Al Drake was the fastest of the Over 40 class.

After Smokebomb Junior dropped out with transmission problems, the Novice class was taken over by Ken Winkler. Terry Honecutt and Ron Andrews were the next 400 Novices behind Winkler.

Dawn Grant (Hus) again won the Womens' Division, while Richard Buxter and his fast Yamaha were top-honored in Trail Novice.

As usual, the dirt road leading into the race was bad, especially so because of the flash floods of a week ago. Still, bad road or not, the desert is worth keeping open.

Results in Results Section.

Balentine . . . again

By Dale Brown

ADELANTO, CAL., SEPT. 21 It seems as though every time Bob

Balentine shows up at the DRA, he wins overall and this weekend's 60-miler at Adelanto was no exception.

At the start, it was Wayne Garrett (400 Yam) leading, followed by Amateur Dean Miller (250 Yam). Garrett is usually in the lead when he breaks and he was leading when he threw the chain.

Balentine (400 KTM) had only a fair start and started working his way up, accompanied by Bill Conroy (400 CZ). Conroy seized and it wasn't long before Balentine was past everyone, except Miller. When the two riders came into sight of the pits, Balentine moved around Miller and took the lead. Other than some minor switching around in the pits, Balentine was home free, taking the overall win, with nearly a minute to spare.

Miller suffered a flat tire on the second loop but his runner-up spot was secure. Except for two DNFs, Dean has finished every race as first Amateur since he transferred to the class in July.

Third and fourth went to the 29 Palms duo, Jamie Avels and Dave Wood, both on 400 Yamahas. Wood had moved ahead of Conroy in the points standings and he extended his lead with Conroy's DNF.

Morgan Malocco (400 Yam) finally

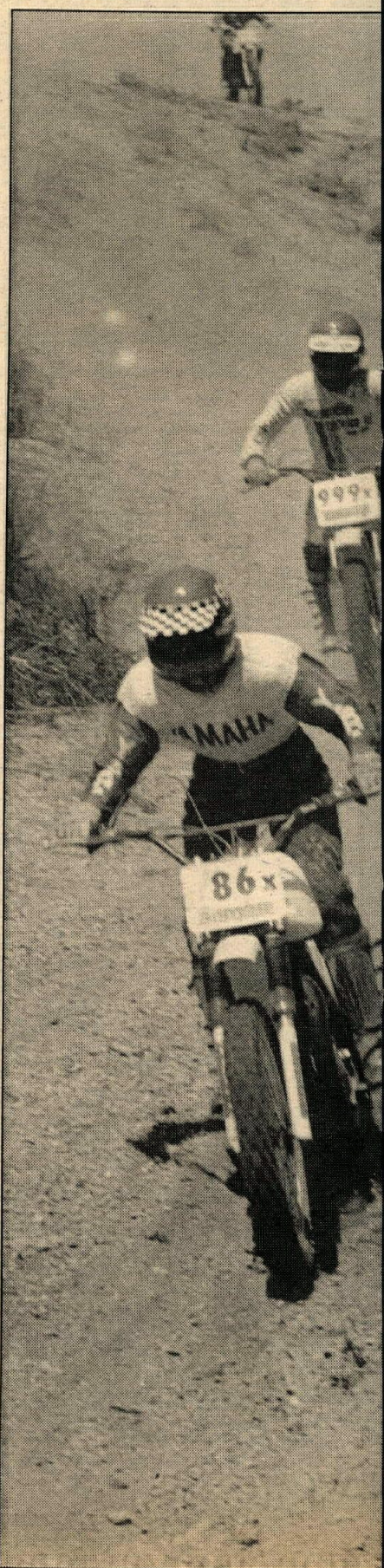
managed to keep his bike together and finish. In at fifth, Morgan still had some residual ills, like CDI wires that wouldn't stay together and a gas cap that wouldn't stay on.

Eric Spaeth (125 Hon) made it past Lee Wilson III on the second loop to earn first small-bore honors at sixth overall. Like Wood, Spaeth's class point lead was made safer when the number two man, Gary Praster, didn't finish. Wilson (175 Hus) was right behind Spaeth at the finish, taking first small-bore Amateur.

Mike Martin (400 Yam) led the Novices all the way to finish eighth overall. Expert Heath Hibbard (400 Yam) was sandwiched between Martin and the only other Novice to make the top 10, John Bosanko, who won his class on a 250 Honda.

Phil Stumbo (250 CZ) finished 11th

John Bosanko (86x) finished first 250 N



DALE BROWN

not that great for him, but he didn't feel too bad, since his closest competition for the number one plate didn't finish at all. He did get first 250 Expert.

It came as a surprise, but a Novice, M.S. Dyott (175 Bul), finished in front of all the Seniors. Starting later, Andrew Jackson (360 Yam) won the Senior Beginners. In the Powderpuff ranks, Michelle Griffin (175 Hus) won the "A" class and Kathy Tackett (250 Yam) won the "B" class.

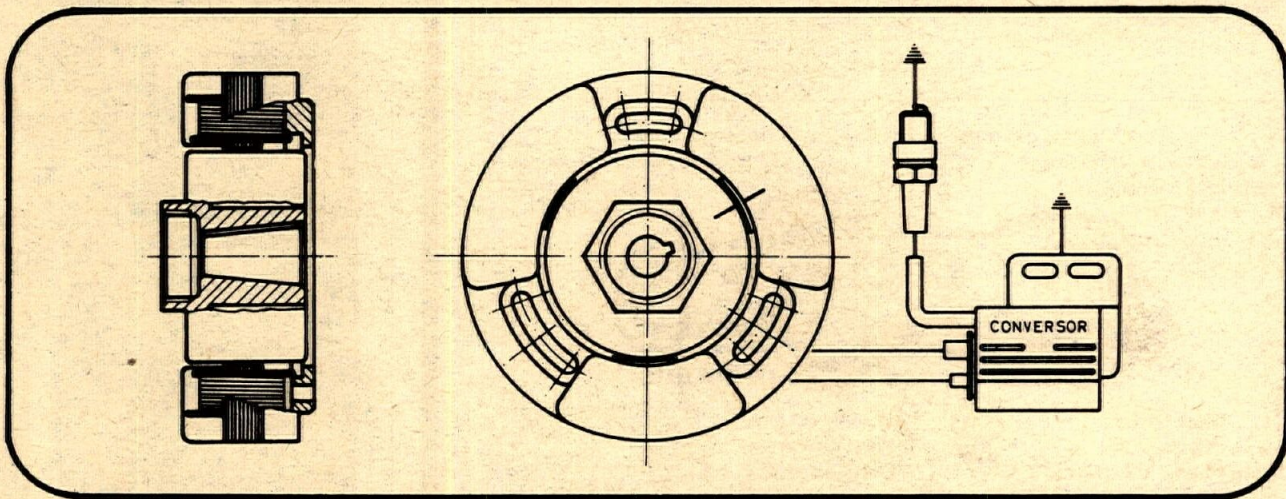
It was Cliff Stroud (250 Hon) that led both loops to take the Overall Beginner win. Ron Smith (250 Yam) finished second and Danny Ruth (400 Hus) and Terry Mangrum (125 Hon) were the remaining class winners.

The 30-mile course was pretty much what you would expect at Adelanto: Fast. Balentine completed the first loop in 36 minutes.

Results in Results Section.



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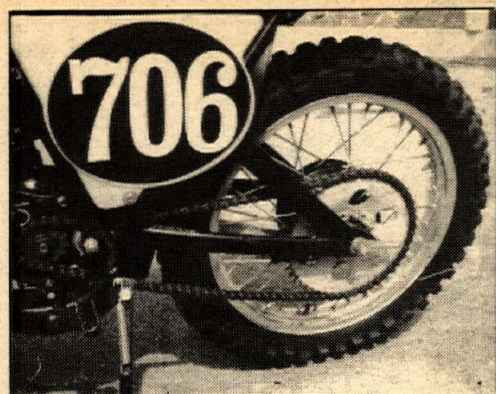
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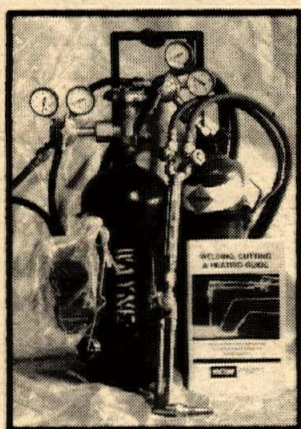
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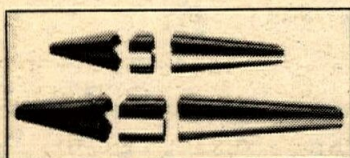
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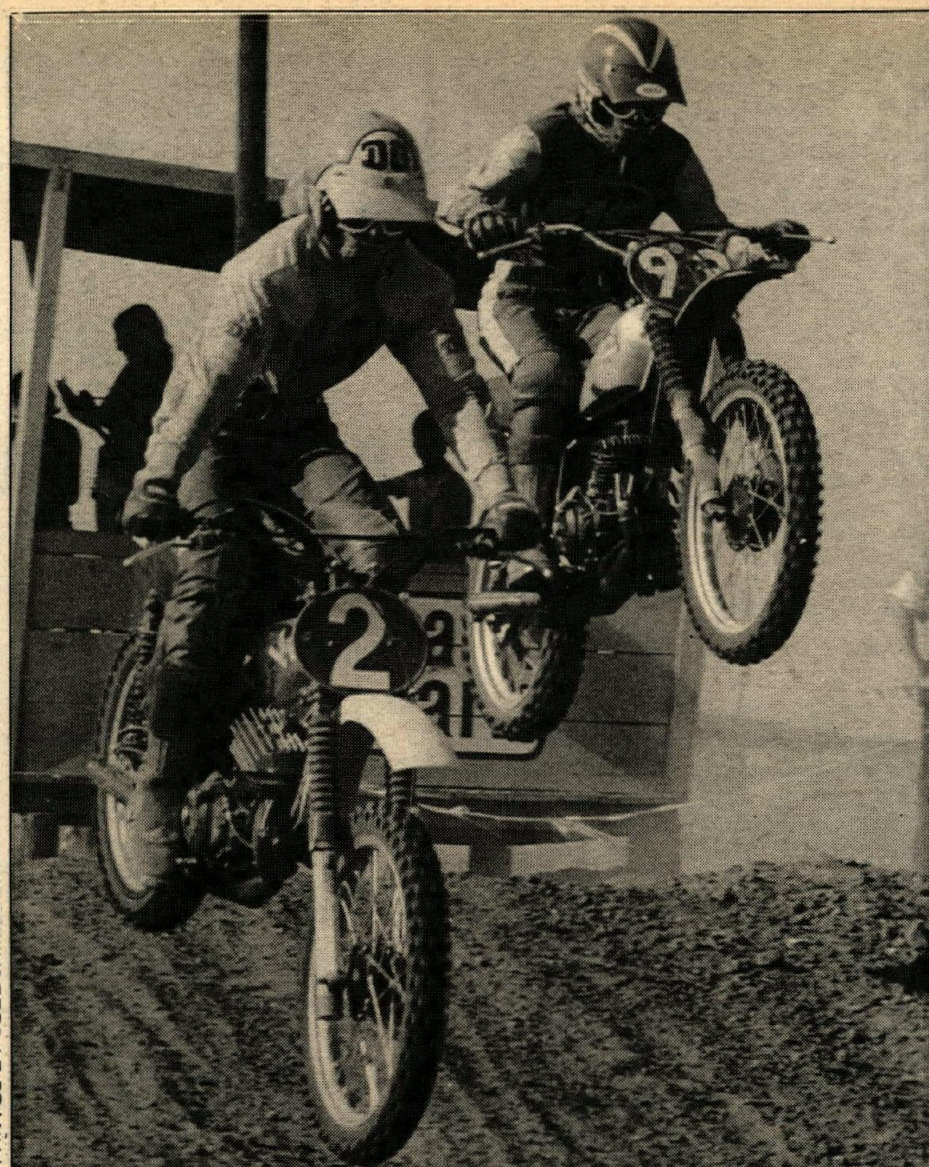
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PHOTOS BY JOEL JAMIESON

High flyin' Warren Reid (93), sailing over Dave Eropkin, on his way to third 125 Pro class honors.

Taylor & Vidic take the show

By Jon Hayt

IRVINDALE, CAL., SEPT. 19
Friday night CMC motocross pulled the fun race in the middle of the evening. The "King of the Hill" race matches the two top finishers in each pro class from the previous week. These six get to race a moto, but they run the track backwards. Everyone gets bent out of shape as the jumps are peaked and the corners are backwards.

Dave Taylor (Hon) got the holeshot and led the race until Jeff Jennings (Bul) passed him at the finish. They sure got airborne off the Bert's Jump!

The 125 Pro class was dominated by Dave Taylor. He ran away with the first moto, but the second moto was a tight race between him and Jim Domann (Hon). Domann took the win with Taylor right behind. Domann took a hard spill at the start of the first moto, so he didn't finish well in the overall results, although he did take a second in the final moto. Don Bongiorno won that moto while Gary Denton (Hon) and Taylor diced for third with Taylor taking it.

Yes, Jeff Vidic (Mai), Bill Rubly (C-A) and Jeff Jennings (Bul) placed one-two-three in the 250 Pros. Vidic won all three motos. Action in the second moto was between Rubly and Henry Saunders (Mai) as the two fought for third place with Rubly getting it and Jennings pulling up right behind Vidic.

The final Pro moto saw Mike Beal (Hus) do some fancy riding. After a poor start Beal worked up to third on the fourth lap. He almost got by Steve Russell (Mai) but fell and remounted to finish fourth.

Final show was the 500 Pro action where Curtis Lessel (Mai) got his name in lights as he won the first and third motos and the overall.

Results in Results Section.

Interscholastic High School Motocross premier at OCIR

By John Bethea

EAST IRVINE, CAL., SEPT. 20
Pacifica High School scored a solid eight points tonight in the opener of interscholastic motocross at Orange County International Raceway. Pacifica defeated 10 other teams drawn together in this wide-open competition.

All of Pacifica's points were attained by four riders who dominated their classes. Top tabulator was Phil Tignor, who won every 125cc Expert race, a total of three events. Teammates Dave Larson and Bob McGuire grabbed the total amount possible from the 125cc Beginner class. The final two points were captured by Russell Williams who won the 250cc Beginner class with two wins out of three.

Runnerup was an exceptionally tight spot. Both Huntington Beach and Edison H.S. tied with six points. Top Huntington Beacher was Dennis Kunkel, who got half of his team points, while Edison's ace was Jim Montgomery.

Next scholastic high school motocross competition at OCIR will be on October 4 when a dozen more schools go head to head.

Results in Results Section.

Local hotline



Bob Hannah put on his Sunday gonna race face, riding off into the sunset with 250 and 500 Pro class gold.

Nixon returns to road racing

By John Ulrich

ONTARIO, CAL., SEPT. 21 Suzuki factory racer Gary Nixon made his return to competition with a second place at an AFM race Sunday. It was Nixon's first race since a serious crash while testing bikes in Japan 15 months ago.

Ron Pierce suffered a broken wrist in a 250 GP crash he attributed to the failure of an experimental lightweight rear tire on his KR250.

Steve Baker, Canadian Yamaha rider, won both 250 and Open GP events.

Complete story in Cycle News Roadrace Romance Special issue next week.

Bob Hannah: Fast & wild, does his double-take

By Joel Jamieson

IRVINE, CAL., SEPT. 21 CMC put up a thousand clams for the Pro racers to go for at Saddleback today, and as usual, the money drew quite a field of talented racers.

In the 500 Pro race, Robert Hannah (Suz), and Superbowl 500 class champion, Gaylon Mosier (Mai), were the riders to watch. Gaylon, pulling off two holeshots in two motos, could hold off wide open Hannah for only a few laps before the DG/Suzuki racer would get by. Hannah and Mosier would battle for a few laps but Hannah would slowly

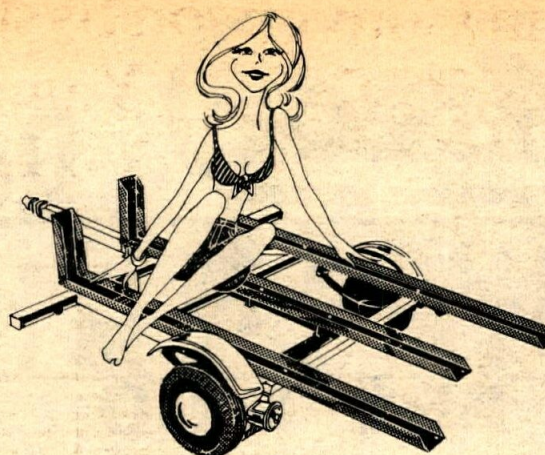
move into a very comfortable lead. The race was very consistent with Hannah winning with two firsts. Mosier had two second place rides for second place money, and Rich Thorwaldson (Mai), after his bars came loose in the first moto, played road-racer for the rest of the race, taking a third.

Mark Popel (Suz) wrapped up another 500 Intermediate win making it two in a row at Saddleback. Raoul Escamilla took his CZ to second overall, while McKee's Cycle ace, Randy Blevins picked up third.

The 125 and 250 Pros both ran qualifiers for the winner-take-all final. After passing the finish line in the first 250 Pro qualifier, Marty Smith (Hon) and another rider had a very slow speed crash which was kind of funny. That was just one of the problems Marty had in the 250 race. His nearly stock Elsinore was just too underpowered to keep up with the leaders of the 250s.

Robert Hannah (Suz) can be described in two words: Fast and wild! I mean this guy flies. Hannah led the 250 Pro final from start to finish. DG fast guy, Dave Williams (Yam) had to settle for second in the race as Hannah had leads almost too big for anyone to gain on him. Jeff Jennings came from mid-pack to earn third place money aboard his Norm Reeves Bultaco. Bob Elliot (Hus) and Mike Stearns, now mounted on one of the fast RM Suzukis, rounded out the top five places. Marty was sixth, but just wait till the 125s come on.

DG holeshot artist Gary Denton, did his thing to start off the 125 Pro final. After a few laps, though, it came down to two riders. All around champ, Marty Smith (Hon), and DG star, Dave Williams (Yam). CMC No. 1 Mike Bell was holding on to first as Williams slipped by Smith at the scoring tower. Both Williams and Smith zapped Bell on the uphill jump. Marty didn't really dig being in second and disposed of Williams to take over first. Williams



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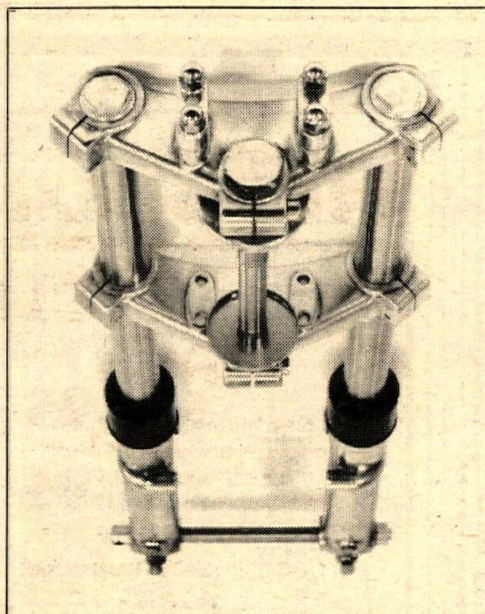
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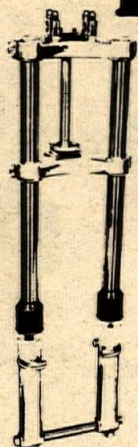
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Local hotline

battled for a few laps, settling down to second place, well ahead of third. Smith collected another first. What else is new? Williams collected second place money while Warren Reid picked up third.

Manzy closes season

By Edward Jaworsky

PHOENIX, ARIZ., SEPT. 14

Action started in practice when Joe Woodward hit the wall, the first of three riders to be taken to Memorial Hospital via ambulance during the course of the evening. All of the riders seemed determined to make the last race of the season at Manzanita Speedway super exciting.

Bob Walker, a new face here this season, took the 250 Amateur win with a real battle for second going down to the wire as Miles Weber finished half-a-wheel ahead of Jon Henely.

Thirteen-year-old Bobby Smallwood paraded his No. 1 plate in the 250 Expert class, taking an easy win in the process. Tom Musser, putting on a great racing show, finished second and Larry Carter came from fifth taking over for third.

Dan Swisher, leading the 500 Main, retired with engine trouble on the fourth lap, leaving Tom Burcham open to make his move from third position for the win. Dan Young took second, Steve Berg third.

Jonnie Sellers, with a comfortable lead in the Open Amateur class, found himself tank-slapping his way down the back straight, had to lay it down on the white flag lap. Sonny Crawley took the win, followed by Gary Brodie and Rick Short.

Race of the evening was in the Open Expert Main as Tom Burcham did his trick on a knocking, smoking piece of borrowed machinery. Bobby Smallwood is still shaking his head in utter disbelief at having the race in his back pocket only to be passed on the checkered flag lap by that strange piece of equipment.

Slidin' at Dehesa High Boots TT

By Ken Dunn

DEHESA VALLEY, CAL., SEPT. 7

Richie Volk (Yam) dominated the combined 125 Expert/Amateur class, scoring three strong wins, with Don Hartley taking the back seat to Volk's flying YZ, despite some brilliant attempts aboard a Noguchi Yamaha. Hartley collected three seconds for the runner-up spot.

In the first 250 Expert round, Al Glover (Yam) ran off with first as Richie Volk worked his YZ past Bill Sims (Yam) to take second, and Billy Hicks (Yam) put a move on Sims to claim third. The second heat proved a little different with Volk taking the start, followed by Sims (Yam), Hicks (Yam) in third, and Al Glover way back in fourth. It didn't take Glover long to get on the pipe, closing to second by the third lap. Trying hard, Glover just couldn't put it onto Volk. He took the checkered with Glover right on his rear K-70. In the last heat, roles reversed when Glover got back on top of things. Volk trailed relentlessly but just couldn't find the edge he needed to pass.

Since repetition seems to be the way of things at Dehesa it was only natural that Tim Melancon (Yam) would want to stomp the Open Experts. Melancon took all three heats to win. Steve Little, still trying to coax that extra something out of his Beezer for the long up-hill, placed second overall with two seconds and a fourth.

(Continued on page 38)

Legarra tops Sunny Valley 50-lapper

By Jerry Mathel

SUNNY VALLEY, ORE., SEPT. 7

Fifty laps is a long way on Sunny Valley's oiled granite TT track and the distance took its toll of riders and machines. Survival of the fittest was the name of the game. The kids, minis and old dudes went 30 laps.

The Kids class got off to a LeMans start with the first turn belonging to just about everyone. By the end of the first lap it had settled down to a race between Bruce Smiley (Yam) and Californian Don Bramlett (Yam) but a nasty spill on the back of the jump took Bramlett out. Don grabbed his scooter, sorted out his wits and went back after the pack dead last. Smiley remained the pace-setter till almost the halfway point when a holed piston sent him to the pits, giving the lead to Rick Bradley (Kaw). Bramlett, not wasting any time catching up, regained the lead and the win.

The 125 class saw an early lead by Cecil Arispe (Yam) with Mel Samples nipping at his heels. Meanwhile, back in the dust Jeff Campbell riding a Ted Cook Suzuki RM was sorting his way up through the pack. Samples slipped by Arispe and if that wasn't enough problems, Cecil discovered Campbell's RM was now clear up to third making black marks on his rear fender. Arispe tried holding the blistering pace but the distance began to take its toll. Cecil's bike started losing horsepower, Campbell went by and set out after Samples. Two laps later Arispe's Yamaha scattered. Samples never let up once, Campbell got within striking distance once, but lost considerable ground lapping slower riders. Obviously tired, Campbell settled for a steady second behind Samples. Clown of the day was Doug McWilliams who rode his Suzuki 80 pit bike in the 125cc class.

The 200, 250 and Open classes were run together and the all-time ride of the day had to be Russ Salmons on his 175 Yamaha. Russ went into the first turn somewhere in the middle of the pack but as everyone else shut off, Russ went WFO around the outside. By the time they reached the jump he had the lead well in hand. The Legarra brothers, Larry (Tri) and Mark (Kaw) felt this was an outrage and immediately gave chase. Larry hung it all out on the third lap and grabbed the lead from Salmons but lost a footpeg and his brake pedal in the process. Larry should definitely get the "Hair Bear" award for leading 47 of the 50 laps on a 40-incher with no brakes. His brother Mark retired with a flat tire.

Meanwhile, back at the ranch, Bultaco mounted Mark Ditweiler and Honda twister Clark Taylor were having a knock down drag out battle for the 250 class lead and third overall. As they began to lap slower riders Mark found himself in a couple of very sticky situations, decided he had better cool it and let Taylor go. Taylor, who wasn't about to be beat by Salmons on the 175, got by Russ near the halfway point. (Russ had blisters on his hands the size of quarters at the finish.) At the checker it was Larry Legarra first overall and winning the Open class, Taylor second overall, and Salmons a very tired third overall on the tiny 175.

Hurst hauls at Benton-Lane

By Jerry Mathel

JUNCTION CITY, ORE., SEPT. 6

Benton-Lane Park hosted the Territorial Riders third non-sanctioned pro short track of the



Randy Skiver discusses strategy with Tiny the Tuner at Sidewinders TT.

Gettin' it on at Sunny Valley — Salmons (87) on a 175, leading the 250 pack with the Legarra Brothers in hot pursuit.



PHOTOS BY JERRY MATHEL

season and the \$750 purse brought out most of the local shoes and an all time record crowd. Besides the regular sportsman classes there were two pro classes: up to 400cc and over 401cc. Short track has always been

"crowbar" racing and Benton-Lane is no exception. The first 400 heat saw Brad Hurst (CZ) come out of the pack to zap frontrunners Mark Legarra (Kaw) and Steve Toftdaul (Yam) and take a runaway win. The second 400 heat got a little hairy

when second place rider, Greg Wilson (Bul) and third place Randy Scott (Bul) both got the idea of passing leader Lester Huey (Yam). Wilson and Scott both went down in a heap, Randy came up running and Greg came up with a (Continued on page 26)

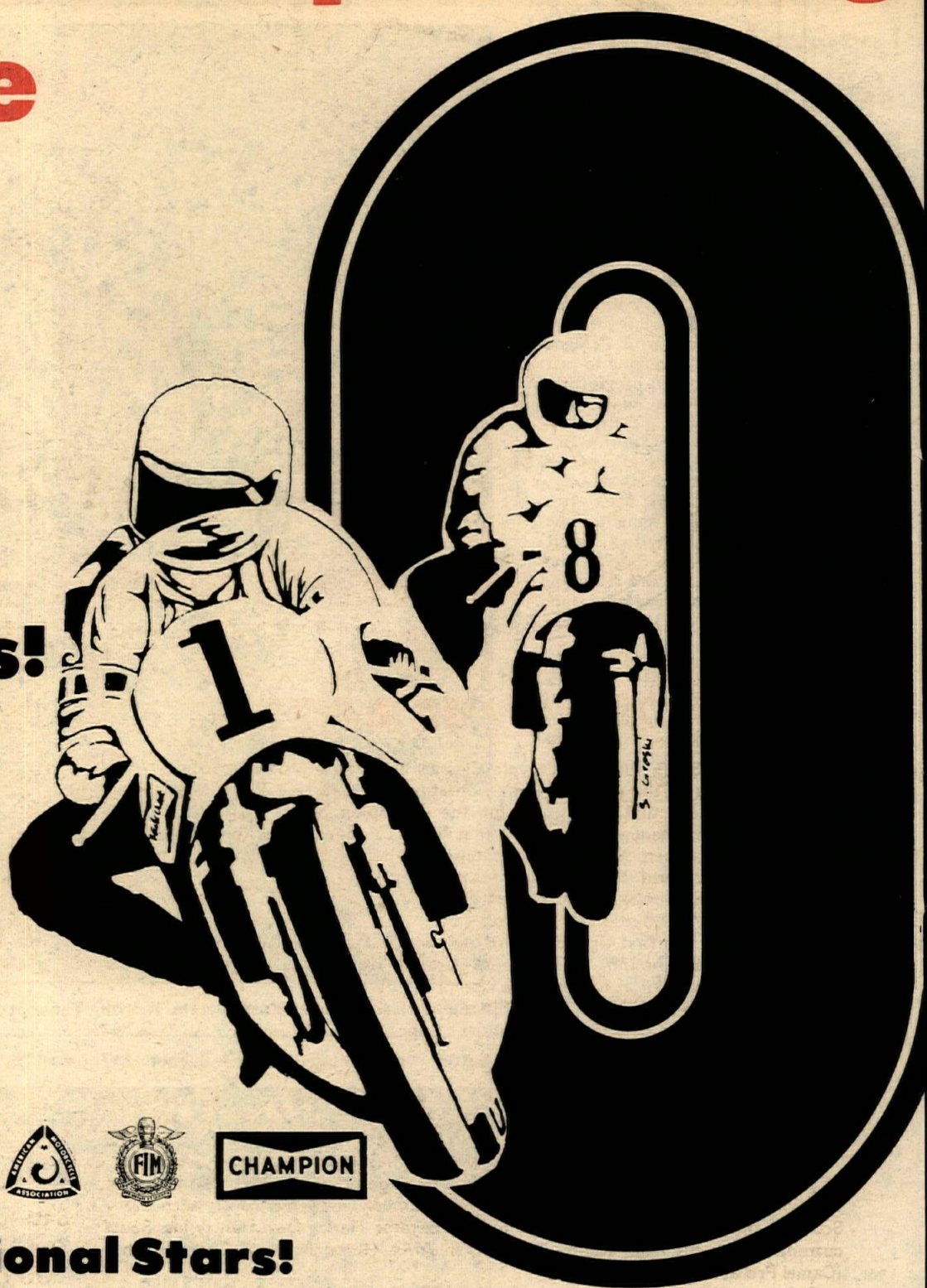
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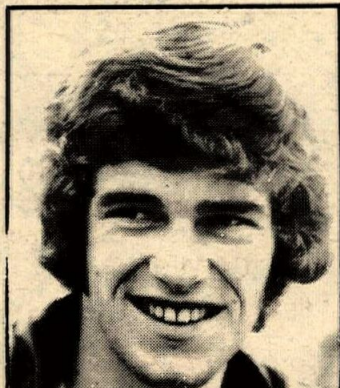
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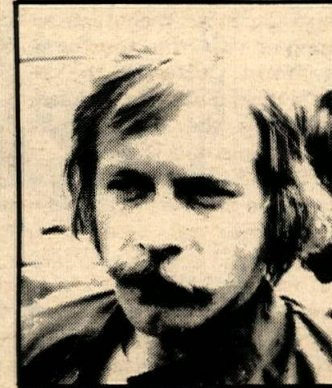
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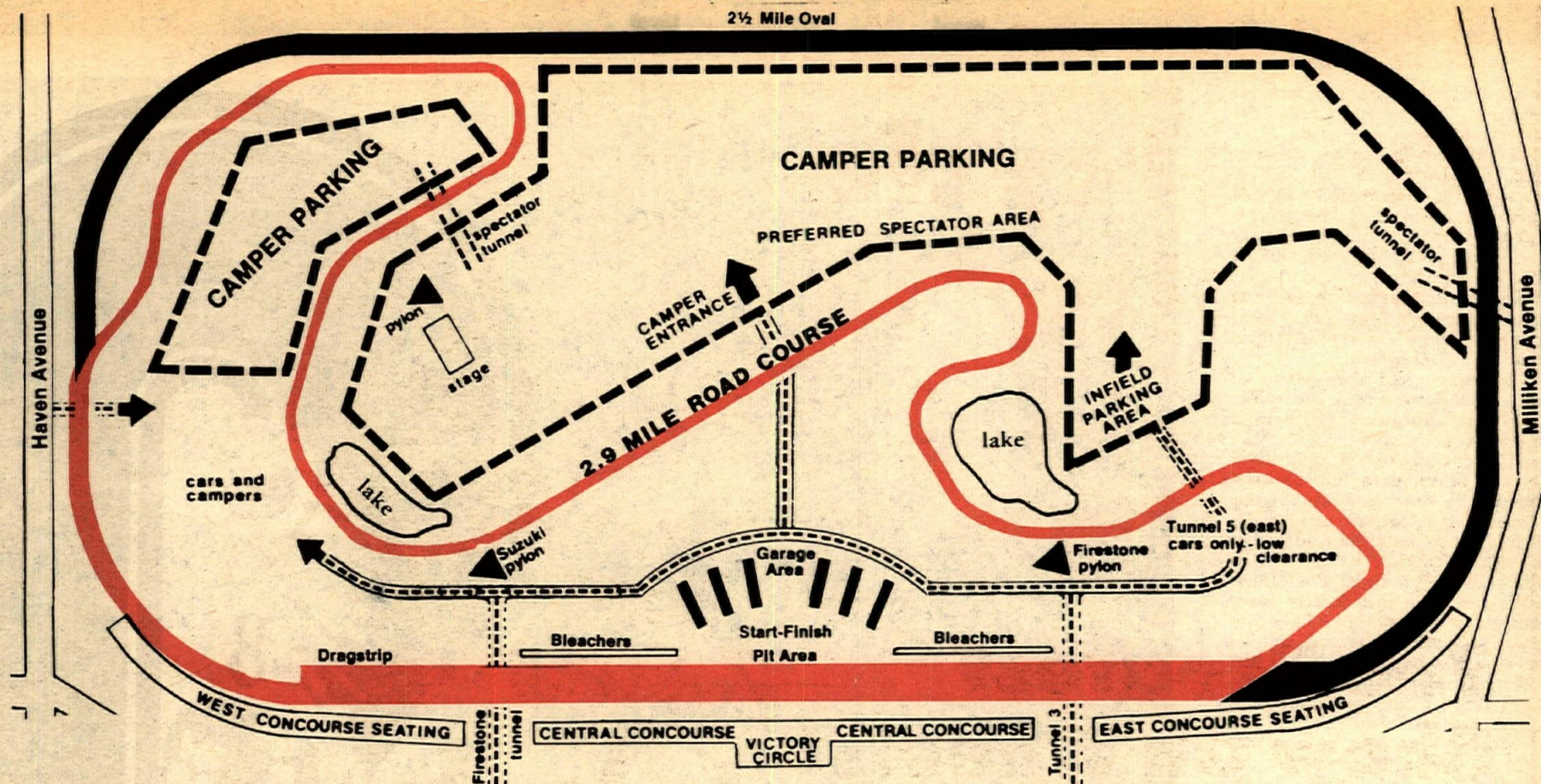
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This year, the actual cash purse for the Champion Spark Plug Classics tops \$40,000 and contingency bonuses push that figure up over the \$60,000 mark.

Small wonder, then, that Ontario traditionally attracts an entry from the very best riders in the world. The 1975 event is no exception.

Already slated to appear are top riders from nine different countries... all ready to do wheel to wheel battle with America's best.

This year, for the first time ever, the Lightweight race on Saturday also carries a full International sanction, thus opening it up to riders from all over the world instead of just the USA as has been the case in the past.

As a result two-time World 250cc Champion, Italy's Walter Villa, has earmarked Ontario as a racing date on his calendar, as has his French team mate, Michel Rougerie.

Villa, on a 250cc water-cooled twin two-stroke built by the Harley-Davidson factory in Italy, has already clinched the World Championship for the second successive year while Rougerie is currently riding the crest of the wave and just took the Finnish and Czechoslovakian Grand Prix victories in quick succession.

The pair will ride in the Lightweight race on the very latest "Monoshock" suspension Harley two-fifties... bikes that have never been seen in America. In addition they will team again with Harley's Number One American runner Garry Scott in the big race on the 500cc four-carburetor Harley-Davidson twins. Scott currently leads his rival, Kenny Roberts, in AMA Grand National Championship (Camel Pro Series) points.

Roberts will be trying for the double win, 750cc and Lightweight, that he scored in the most recent AMA road race, held in August at Laguna Seca.

On the same team as Roberts is Gene Romero, who won last year's Champion Spark Plug Classics and the 1975 Daytona 200.

From Venezuela comes the second of the World Champions on the Ontario bill... Johnny Cecotto. He recently clinched the 350cc title in his first-ever year of Grand Prix racing and will be renewing his 250cc class battle with the Harleys as well as clashing with Roberts, Romero and the rest of the big-bike aces in the two 100-mile Formula 750 events.

Barry Sheene of the Suzuki team, will also probably have a World Championship under his belt. With all but one of the remaining rounds in the F750 class likely to be cancelled, Barry is virtually home and dry in that category.

He will be joined by Finland's Tepi Lansivuori, another several-time GP winner, while Dave Aldana, Gary Nixon and Pat Hennen form Suzuki's American effort. Aldana was individual high point scorer in the British Trans-Atlantic Trophy Series this year and recently put up a fantastic performance, again in England when he came in second to Sheene in the prestigious Race of the Year. Hennen won New Zealand's International Series last winter.

Kawasaki, will be the third Japanese manufacturer to run a factory team at Ontario and they have a strong line-up from four continents. From America they have fiery French-Canadian, Yvon DuHamel, the 1973 Champion Spark Plug Classics winner, plus last year's third placeman, Jim Evans. From Europe they have Englishman Mick Grant, from Asia they have the Japanese pairing of Masahiro Wada and Takao Abe while from Australia it seems certain that Greg Hansford will again make the trip across the Pacific.

Other "Down Under" riders who will be there are Australia's Warren Willing and New Zealander, John Boote who was second in the recent Laguna Seca International.

They will ride Yamahas, as will a number of other fancied runners including the third man in the U.S. factory team, Don Castro, Katayama from the factory in Japan, Steve Baker on the Canadian team entry and privateers of the class of Steve McLaughlin, Ron Pierce, Hurley Wilvert and many, many more.

Whether it's the undoubted prestige of an Ontario win or the hefty prize money, there is no doubt that the Champion Spark Plug Classics have always attracted the world's top talent. This year is certainly no exception.

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RACE SCHEDULE

SATURDAY, OCTOBER 4th

8:00 AM - 12:00 NOON
PRACTICE Expert/Junior/Novice
12:00 PM - 12:30 PM
PRACTICE Production Classes
1:00 PM
TWO - five lap Expert/Junior heats
TWO - five lap Novice heats
TWO - five lap Junior heats
TWO - five lap Expert heats
250cc Expert/Junior Final
Heavy Weight Production Race

SUNDAY, OCTOBER 5th

8:00 AM - 9:30 AM
PRACTICE
10:30 AM
NOVICE FINAL
11:00 AM
JUNIOR FINAL
1:00 PM
1st 100 mile EXPERT RACE
2:30 PM
LIGHTWEIGHT PRODUCTION
3:30 PM
2nd 100 mile EXPERT RACE

broken hand. Huey sailed on to victory.

The first Open heat scared the beejesus out of everybody when Mark Legarra dropped his Triumph in the first turn and it erupted in a ball of fire. Mark escaped the inferno and was able to restart. The set-to must have got his adrenalin pumping because on the restart no one could pry him out of first. A handlebar-rattling, wall-smacking trio battled for second right at his heels with Tony Nova (Yam) taking second, Billy Oliver (Tri) third and Diane Cox (Tri) fourth.

The sportsmen had their share of trouble as Rick Burnett took the wall in the 250 class and came up with a broken collarbone.

The 100cc class was a cliffhanger right to the finish, with Bob Skolaski (Yam) and John Wincewicz (Hon) going at it tooth and toenail. Wincewicz stuffed his Honda into the lead just in time to take the checker.

In the 400cc Pro final, Brad Hurst grabbed a holeshot with Lester Huey hanging right in behind him. Billy Oliver (Yam) got kind of a bum start but set out working his way up through the pack. Bultaco rider Phil Pfau left the battle out through turn one's haybales. Oliver, Steve Toftdahl (Yam) and Randy Scott settled into a three-way battle for third with Oliver coming out on top, Toftdahl fourth and Randy getting bumped out of the battle entirely by Honda-mounted Rick Waters.

Hurst repeated his act in the Open class as he won the first corner closely chased by Yamaha-mounted Tony Nova, Triumph-mounted Billy Oliver, and both the Legarra brothers, Mark and Larry on Triumphs trying to decide who was fourth. Larry Legarra slipped by Oliver but could only hold it for a couple of laps before Billy got back by. As they came down to the wire Oliver nipped Nova for second. Hurst, who collected a tidy \$300 for his night's work, stretched out a gigantic lead. ●

Results in Results Section.

Joyner tops Sidewinder Championship

By Jerry Mathel

CLACKAMAS, ORE., SEPT. 5

With many of the Northwest pros home for the weekend, the Sidewinders Track Championship fielded a host of Experts including six National numbers. The track was super-fast with nine riders qualifying under 15 seconds. Charlie Brown (Tri), who holds the track record, turned in the fast time at 14.58.

The Novice Trophy Dash went to Ken Celorie (Yam) after Dick Wooton (Yam) took a heavy highside unload at the top of the hill. Brad Hurst (Tri) nailed down the Junior Trophy Dash ahead of Triumph-mounted Steve Eason.

Charlie Brown and Norton-mounted Darrell Hendrickson swapped the lead several times before Hendrickson slipped off the groove and gave the win to Brown, in the Expert Dash.

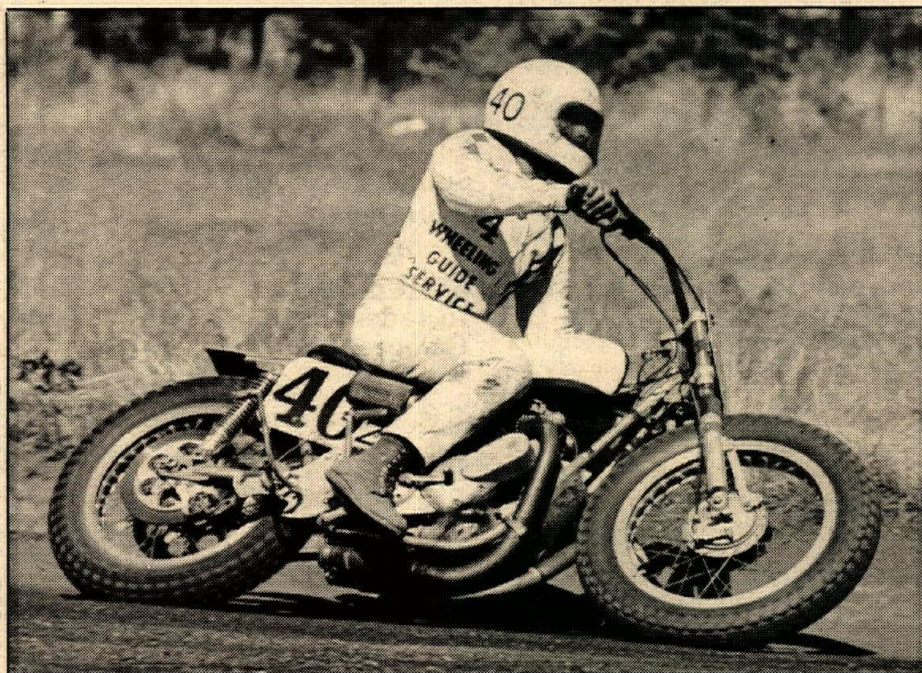
National number 95, Ricky Graves, took the lead in the Expert Semi with Triumph riders Diane Cox and Randy Skiver battling for second. Skiver took over as Diane's engine went sour, putting her out of the race.

The Novice Final started out like a repeat of the Trophy Dash as Ken Celorie again grabbed the lead with Dick Wooton right on his heels. Randy Thompspon's Bultaco seized right at the top of the hill completely reshuffling the back of the pack. Lon Bently (Yam) and Don Faber (Bul) settled down to battle for third with a very determined Lester Huey (Bul) ready to take over if they made the slightest mistake. Then fate struck again as Celorie lost his pipe



Mark Legarra the night before (September 6) pulled his Triumph out of the inferno in the background, won his heat on the restart.

While brother Larry Legarra wailed in the Sunny Valley 50-lapper, even with his rear brake lever bent in a semi-"U".



PHOTOS BY JERRY MATHEL

and seized coming down the hill. Wooton got by Celorie's crossed up Bul, only to smack the wall at the bottom. Again the cards were shuffled as riders went every which way looking for a hole. Lon Bently took the wall trying to miss Wooton. When the dust cleared, the lead was held by Honda-mounted Terry Seal, with Huey running second followed by Tom Moore (Yam).

Brad Hurst rocketed into the lead in the Junior Final, closely chased by Billy Oliver (Tri). Oliver was quickly passed

by Yamaha-mounted Rob Gore but not for long as Billy re-passed. Meanwhile, a battle raged for fourth between the Triumphs of Phil Pfau and Dave Howard. Oliver now began to pressure Hurst and took over the lead which he stretched out to the finish. With his win over Hurst, Oliver had captured the track championship by one point. While Oliver was making his move on Hurst, Triumph-mounted Steve Eason was also moving up through the pack to finish third.

When the flag went down on the Expert Final, Castle Rock National winner Chuck Joyner (Tri) was never challenged for the lead. The battle was between the Triumphs of Randy Scott and Don Dodge, for second place. Don Smith (Tri) made a run on the leaders which netted him a very heavy unload at the top of the hill. Meanwhile, fast qualifier Charlie Brown had moved up into fourth. As they came on to the white flag Randy Scott went absolutely bananas. It was a pace Dodge couldn't or wouldn't hold so Scott laid claim to second behind Joyner who had an enormous lead. ●

Results in Results Section.

Crummett wails at Pioneer semi-final

By Ann Carr

OAKDALE, CAL., SEPT. 6

Rider turnout was down but competition remained stiff at Pioneer Arena's semi-final 1975 short track. With one event remaining, 13 of 22 class championships are still up for grabs as well as the overall title of "King of Pioneer for '75." Ted Davidson of Modesto who rides for Happy House Massage, Thiel Motors, and Blendzall Corporation narrowly leads for royal honors but is closely contested by Kiser Brothers Honda ace Carl Yerby, Modesto Harley-Davidson racer Dwayne Ellis, and mini Experts Don Howard of Clovis and Doug Chandler of Salinas. Wins by any of these fellows and a lapse by Teddy

could turn the championship any direction.

Nevada's top short tracker Manuel Crummett skipped away with first Expert honors in both the 250 and 360 Mains. Racing was a bit strung out this time as super hot weather made for an extremely hard and rutty course. The 250 Main saw Redding's Robert Hill return from the Labor Day Series and place second to Crummett.

Three-sixty chargers galloped too hard in lap one. Davidson and Greg Ferguson collided in turn three. Ted was able to recover for a fifth behind Yerby, Huff, and Steve Ferroni.

Dwayne Ellis took his seventh win in the 175 Novice division. Ellis has earned most of his points on a Yamaha this season but has recently moved to the 250 ranks on the Harley in anticipation of Junior racing.

Heavy action continued in the 80 Expert ranks where scant points separate Don Howard and Doug Chandler. Howard jumped quickly to the front and appeared to run away but Chandler kept coming and made it close at the end. Fred Merkel was third. Howard and Chandler will be charging next week for both class and overall honors.

Results in Results Section.

Oregon AMA Amateur half-mile

By Lynne Diltz

ROSEBURG, ORE., SEPT. 6

Oregon's only AMA sanctioned half-mile at the Doug County Fairgrounds in Roseburg was to have had lighting last May. After many delays, the lights were finally installed the last two days of August. On September 6, with very short notice and lots of determination, the frustrated C.C. Riders held their first night races.

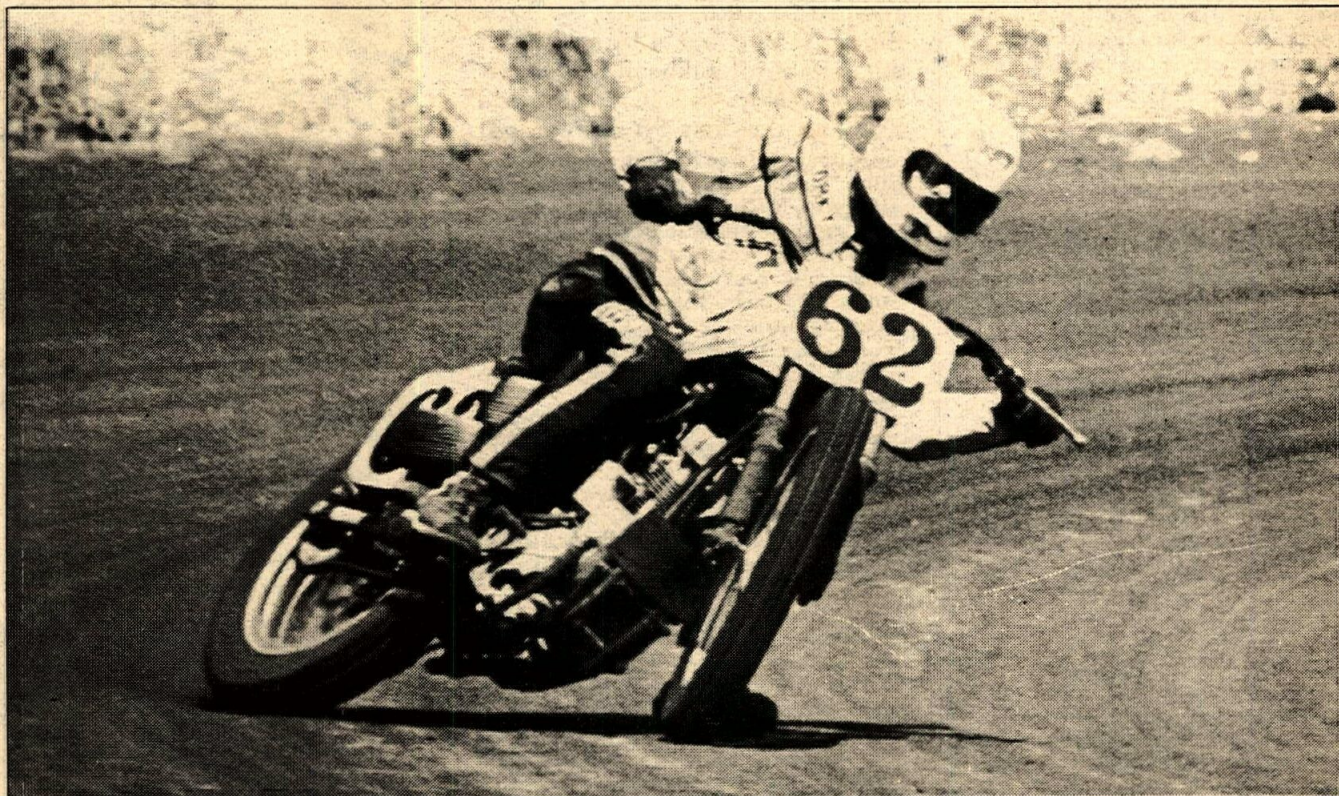
There were only two heats of 100s and Medford's Bruce Smylie left no one to guess at who was going to win it all. He may not get off in Number One but two full laps at most is all it takes for him to get there. Susie Word aced out Bill Davis by two bike lengths for a second.

The Kids A got a courtesy lap after the dust was watered down and Susie downed it in turn one. She had instant help as five other young riders came to her aid. Susie then got more help from Brian Peterson and Louie Booth who did some handlebar straightening and Louie wiped Susie off with a grease rag! That she didn't need!

Todd Puett did plenty of riding on this race evening; he rode the 125 and 200 classes and trophied in both. Tony Speck, who's back to racing after knee surgery, gave Puett a workout in the 125A. With Speck in the lead Puett worked hard to get around, gaining in the turns and falling back as Speck's bike pulled his on the straights. Puett worked harder, got under Speck going into number two and held the inside the rest of the way. Puett then had to change bikes and ride the next race, the 200 A, with Lonnie Bentley and Larry Hullman. Puett turned it on again to chase Bentley who got off in Number One, Puett got Bentley going into turn one, held for a couple, then Bentley slid under him on turn four. Puett's bike began to splutter and he had to pull off.

Rob Nichlason won his 250 heat after getting off the line side by side with Randy Jordan. Dan Rucker gassed it a second before the starter waved the 250A away and got put back to the second row. Flyin' Brian Peterson pulled away from the restart in his usual wheelie and left the rest of the pack to battle. Rucker worked his way to second, Reg Ayers, Rob Nichlason and Randy Jordan rode three even for several laps until Nichlason pulled ahead. Ayers kept driving, catching but not getting around until Nichlason got

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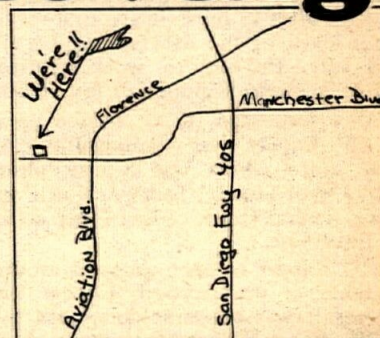
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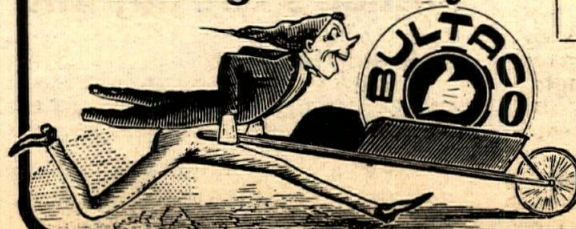
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out too far in number four and Ayers was waiting. He took over third on the white lap and Nicholson was not able to gain back.

The A Main was the race to watch. Randy Johnson came out on Dana's Triumph. Frank Word got his usualy holeshot followed closely by Mike Branam and Jeff Campbell. Those three made a lap before Branam was passed by Campbell and the race was on! Campbell turned it on and got around Word, then pulled a steady lead with his own distinctive style of riding. Tom Pappas worked his way out of the back of the pack to a third, followed by Branam.

Results in Results Section.

B.O.S.S. CMC Labor Day Grand Prix

By Sallee Hilton

DIXON, CAL., AUG. 31-SEPT. 1

Almost 600 riders turned out for this two day race at Argyll Park — the Sportsman riders trying to win the Grand Prize motorcycle, and the Experts going for a \$1250 purse.

At the end of the first day's racing and the first two motos, there was a five-way tie for the lead among the Sportsmen. With two firsts each, the contenders were: Greg Welch (Hon) 125 Novice Division II, James Hill (Hon) 125 Novice Division III, Doug Noell (Pen) 250 Novice Division II, Brady Farris (Mai) Open Intermediate, George Cheatham (Yam) Open Novice Division I. The second day and third moto eliminated two of the contenders. It was another easy win for Welch and Hill. Farris got another first too, but not so easily. Noell and Cheatham ran in first place for a while but each crashed before the moto was over, ending their hopes of winning.

In the fourth and final moto, the adrenalin was flowing. Welch, Hill and Farris each went in with three wins, had their minds made up to take home that new bike. (The winner would have a choice of a 125 Husqvarna, a 125 Maico or a 125 Yamaha.) Each had a cheering section to rival the 49ers or the Rams. Welch was up first, but this time finished in third place, giving him a total of six points for the four motos. Next contender, Hill, took another easy win and four points total. Farris had his work cut out for him. He knew what he had to do and put all he had into his moto, but while battling it out with Chris Mattos (Hus) for the winning spot, he overshot a berm and killed his engine. A bent kick starter slowed him down even more, and he finished eighth with an 11 point total. James Hill, a Bay Area rider, went home with the new Husky.

Big money winner among the Experts was Ted Rogers (Hus), taking first Open and fourth 250.

In the Open Expert class Rogers led the pack start to finish in the first moto, but in each of the others he did it the hard way. He had to work up from mid-pack starts, winning all four motos.

Alex Jorgensen (C-A) cleaned up in the 250 Expert class winning all but the third moto which was a near photo finish with Brian Jodry (Mon) and Bruce Hanlen (Bul) leading Jorgy across the finish line.

125 Expert leaders swapped around so much, it was anybody's game. The end result was unpredictable, with two of the four moto winners not even finishing in overall paying positions. David Wood (Yam) won the first moto, but then finished three-five-eight to take second place cash. Mitch DeVaughn (Yam) won the second moto after a seventh in the first then blew cashing in with a 12th and a DNF. The third moto winner, Mike Amaral (Hon), took first

overall placing three-two-one-three and fourth moto winner, Lon Wardell (Hon), got it together too late to collect on a paying spot with previous 14-four-nine finishes.

Elkhead motocross

By Lynne Diltz

YONCALLA, ORE., SEPT. 7

Riders turned out 135 strong for this session of Elkhead MX. Nineteen 125 Novices left the line and although the first 90 degree right caught many large classes napping, this group made it to the first big berm without a hitch. Karl Lee had a flyin' start until a jam put him under three other bikes. Paramedics said possible broken ribs. Karl didn't ride but stayed around to watch. The second moto was another frantic one with 17 back on the line. Randy Duval finished both motos in first, followed by Jeff Stere with two seconds.

Track management threw in a twist today — all Expert classes ran 12 laps; next time it will be more, in anticipation of the final race at which all Experts will run 30 minute motos for money. So far, the purse is \$150 and growing. There were some tired riders in all Expert classes at the end.

Jeff Seim who usually holds down number one, spent more time pickin' up than turnin' on. David Reimer had the same kind of day only he and bike went down hard and bike lit on rider. Out in front in both motos was Steve Williams followed by Randy Wing and Jeff Nowak.

Junior rider Dar Yarbrough got ailed out on both his starts, worked from last to second that first moto, turning times like 1.20 and 1.21 — fast for that one mile track. Bob Connors and his Bultaco had it all together this race and he flat flew, ailing out Yarbrough the first moto and Brad Watson on the second, for two solid firsts. Yarbrough had the most spectacular finish for the day, without getting hurt, that is. He musta' meant to jump the berm after the flag; only hit it instead. The bike flipped, he rolled several times and lit standing up!

Lance Kelly came all the way from Medford to ride the Open class and Money Race. He won his Open class first moto and then came to the Money Race. On start one, three went down on the first right-hander, scattering spectators and hay bales. Bikes and riders untangled and regrouped, the flag flew and at the first berm three more riders stacked up. On the third try, riders were a bit more cautious, made it through the first hazards.

Skeet Hise began to pull away and Randy Wing worked his way out of the pack to give chase. That was one "main event" and the other was third and fourth places — Mike Stubblefield and Lance Kelly. They fought the whole way and on that last lap where the action usually gets frantic, Kelly shot from the last berm and made a run at Stub. As they approached the last jump, Stub had a half bike length advantage. They went airborne, both bikes drifted and Kelly came down wrong. All wrong. Bike and rider flipped, rolled and endoed, landing more than 125 feet from the jump. Kelly will be stiff and sore for many weeks, but according to paramedics, he was saved from broken back or neck by the shoulder gear he was wearing.

French's two day MX

By Sharon Bramlett

GARBERVILLE, CAL., AUG. 31-SEPT. 1 Sunday started off two action filled days of hot and heavy racing at French's motocross track. The program began with the Powder

Puff race, which incidentally, was a first for this particular track, and turned into an instant success with gals running around looking for mini bikes to beg, borrow, or steal. Elaine Miller (Hon)

took an early lead and held it throughout the race, followed by Dona Bramlett on a borrowed Honda, who took first in the Girls' class. It was really a toss-up on which was the best viewing,



We thought they only had bottlenecks at enduros!

Bob Connors styling at Elkhead.



PHOTOS BY LYNNE DILTZ

the gals racing, or the boys on the sidelines wondering if their bikes were going to make it back in one piece.

The Mini Junior/Expert class was a close exciting race with the two Expert riders, Don Bramlett (Yam) and Troy DeCouque (Hon) neck to neck off the line onto the first uphill. Spectators noticed (and didn't fail to comment) how Bramlett's bike was taking the bumps like a kangaroo with a hot rock in its pouch. After finally taking over first place the kangaroo threw him to the ground, right in front of DeCouque, pulling DeCouque to the ground also. Junior rider Donnie Miguel (Hon) managed to slide by the pileup and take a first in the moto, with DeCouque finishing second.

When Bramlett pulled himself into the pits, he finally discovered why his Yammie was bucking so. His shock was bent almost double, and both forks were stuck down and refused to come up again. This took care of his racing for the day, but repairs were made that night and he managed to pull out a first for Monday.

The 125 Novice first moto found Danny Villopoto in first place until he took a nasty fall coming off the jump. That caused him to lose too much time, but give it a try he did, to make for some pretty exciting racing.

Monday's racing was on an even rougher track. The PP class started the action off again with Elaine Miller taking an easy first in the Women's class, and Dona Bramlett jumping to a lead in the Girls' class, which she held until she unloaded on the far downhill. Helpful spectators helped her regain her bike, and gave her a push, but not before she had lost two places to Barbara Stone (Hon) and Teresa Sample (Hon).

Lance Burgess took an early lead in the 125 Junior/Expert class, holding it all the way. Everyone was disappointed to learn that Mel Sample had been scratched from the 125 Junior/Expert class, as he had tangled with a downed rider during practice, cracking the case on his motor and ripping a footpeg from his bike, along with a little skin from his chest.

The Open Novice class gave Mike Richter (CZ) an overall win after losing out Sunday to Yamaha-mounted Wayne Rogina, when Mike's pipe fell off his bike.

Results in Results Section.

Sandhill MX

By Steve Castillo

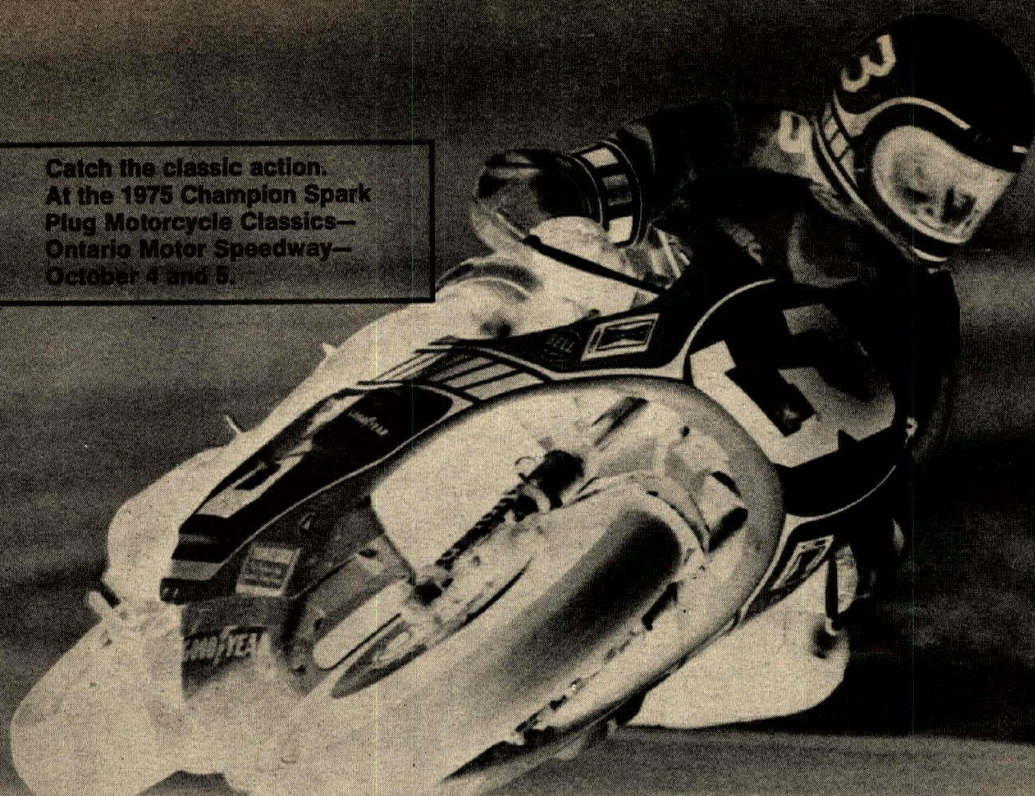
BRENTWOOD, CAL., SEPT. 7
Dick Mann, on his trusty BSA once again dominated the 500 Pro class. Mann continues to amaze people with his super-aggressive riding style. Mike Cates (Yam) gave Dick a few problems, but it wasn't nothing Mann couldn't handle.

Several riders in the 125 Junior Division II had their own battle going. Dave Fuller (Hon) pulled a beautiful holeshot that vaulted him to the front, then pulled out about a five second lead on everyone else. Meanwhile, back in the pack John Phelps (YZ) and Danny Souza (Hon) were having it out, back and forth. Phelps seemed to keep it on longer than Souza and he moved steadily away. Back further Jim Vigil (Yam) and Gary Weber (Hon) were also going at it like there was no tomorrow.

Dave Fuller had a brush in with the good earth and dropped back to fifth place. Phelps moved into the lead and held it to the finish. Danny Souza was close behind in second and Jim Virgil beat out Gary Weber for third.

Fuller again pulled out front in moto two with John Phelps hot on his tail. After a brief battle Fuller pulled away from Phelps who had bike problems and dropped back. Once again Jim Vigil and Gary Weber were going at it. At the flag

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it was Fuller first with Jim Vigil in second and John Phelps in third. Overall Phelps came out on top with second going to Jim Vigil and third place to Dave Fuller.

Dan Geery blew the start in the first moto of the 250 Pros, but he soon made up for it by going wide in the first turn to pick up several places and move into second behind Duane Joice (Yam). From then on it was Geery on a new Honda, riding right on Joice's rear wheel. Lap after lap Geery pressured until two laps from the finish Geery pulled ahead of Joice and went on to win the moto.

Moto two and Joice pulled the start once more with Geery not far behind. Geery took several laps to get by Joice and from then on it was him all alone at the flag. Duane finished second and Chris Grever (Hus) took third.

Glenn Jennings (Hon) had the 125 Pro class pretty much to himself today with his only competition coming from Cliff Bagot (Yam). Glenn won both motos after getting by Bagot in both races.

Results pending.

Cycleland Speedway

By Donna Fowler

CHICO, CAL., SEPT. 6

With only three point races left this season, the pace at Cycleland Speedway is quickening. The highlight of this evening's program was the 360cc Handicap event which found Experts John Grant (Yam), Steve Dietz (Bul), Lowell Moulal (Bul), and Dick Turner (Yam), starting from the 60 yard handicap position; Shane Scott (Yam) starting from the 50 yard line; and way up front, Dick Hiatt (Bul) on the zero, having transferred from the Scratch Main.

Hiatt got a good start but was forced out early with mechanical problems. Steve Dietz gave up to the same fate several laps later. Moulal, Grant and Scott were putting on a real show swapping positions with each lap. Grant went in a little too hot and both Moulal and Scott got under him moving him back into third. All three riders were pushing hard in as exciting a race as we've seen this year. In the white lap Scott made his move and forced Moulal out of the narrow groove to take the checker by about a wheel length.

This win moves Scott back to the 55 yard line, only five yards from the coveted "Scratchman" position. The highest honor that a rider can earn at Cycleland is the title "Scratchman." He merits this distinction for having advanced to the rear.

Results in Results Section.

Fischer, Gladman, top Castle Rock TT

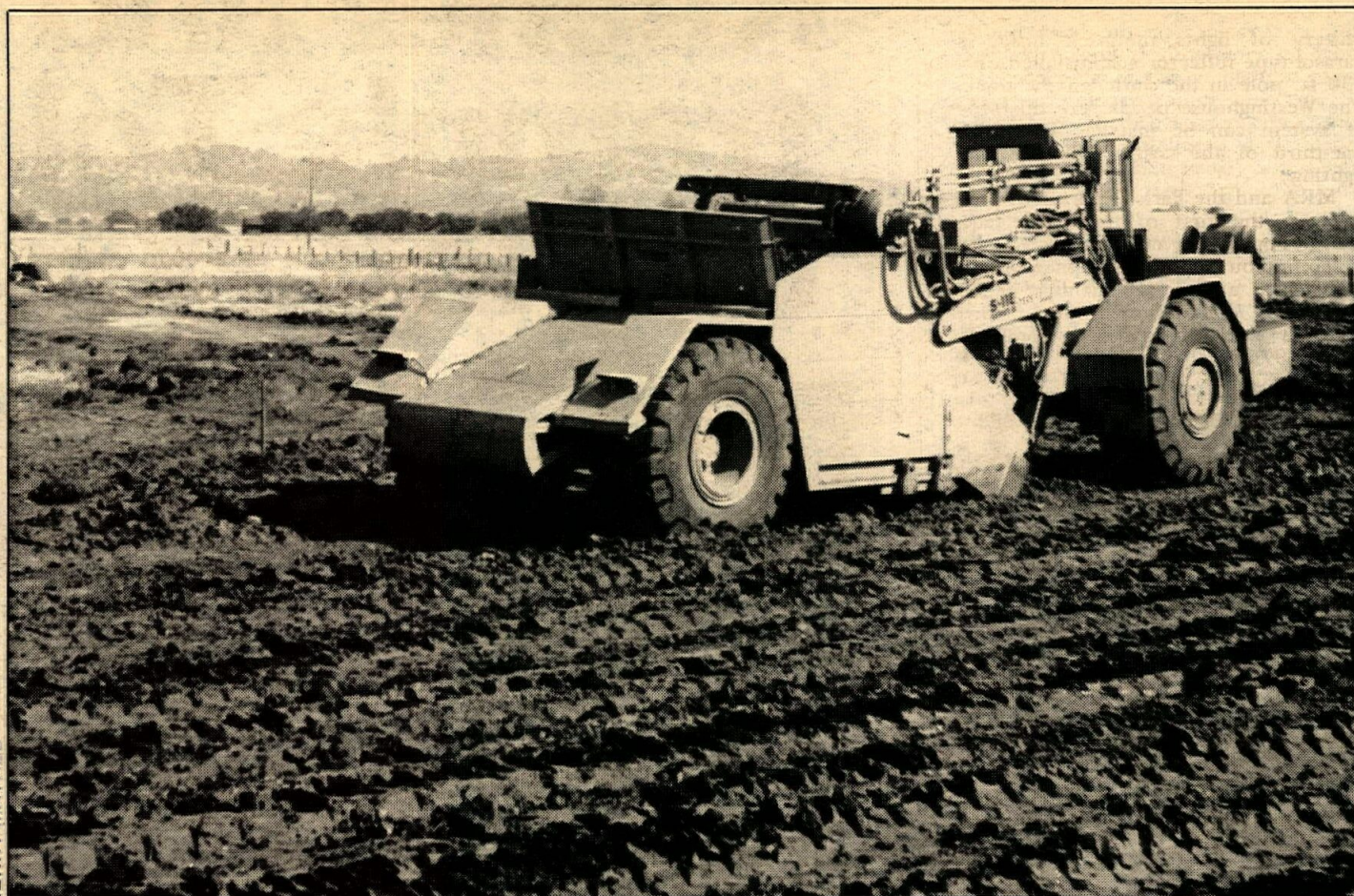
By Liz Swanson

CASTLE ROCK, WASH., SEPT. 6

It seemed to be the night for Jon Gladman (Hon) and Jeff Fischer (Hon). Gladman won the 250cc Trophy Dash, but had to push to stay out of the way of Eric Swanson (Bul) who came from fourth place to finish in a close second.

Jeff Fischer won the 125cc Trophy Dash, but had competition in the Main from the night's other big winner Gladman. Fischer and Gladman in a seesaw battle for first gave the crowd an exciting moment as they came for the checkered flag. Fischer took it.

The unbeatable Brett Barkman (Hon) finally met his match. Victor Parrish (Yam) took a Trophy Dash win over Barkman, though the fact that Barkman fell on the first lap had something to do



FIRST PHOTO — Super-trick prototype Group Seven racing earth mover, caught during shakedown at Jackson County Cycle Park. Now, if we could just figure out which way it was going . . .

with it. Barkman made his comeback in the Main doing what he does best . . . winning.

200cc action found Jeff Fischer (Hon) pressuring trophy dash winner Bruce Scott (Bul). Scott, off in first, had to work to keep Fischer from passing him. Coming to the checkered flag in a photo finish, Scott captured the win by only a few inches.

Results in Results Section.

Flowers Park TT

By Sharon Bramlett

WILLOW CREEK, CAL., AUG. 29

With riders working toward high point trophies, and only one more race in this season's series, racing was fast and furious here Friday night.

Don Bramlett (Yam) managed to wrap up the Mini high point trophy for the season, with a win in the 80cc A-Main, while Kenny Nichols (Yam) who was tied with Bramlett at that time, lost out completely when he crashed by the jump, losing his second place trophy and failing to pick up any points.

The 100 Men's class was a close race throughout, between Matt Coleman (Yam) and Lance Burgess (Hon). Coleman managed to keep Burgess behind him, to take the trophy dash, and heat race, but Burgess slipped by him to win the Main.

The 125 Expert class found Dennis Palmer on his YZ monoshock, riding a tight race with Dennis Axelson (Bul) right up to the last lap, with Axelson coming out victorious.

D-35 TT Scrambles

By Cosmic Cat and Co.

VISALIA, CAL., SEPT. 6

The boys in D-35 were treated to a starting mechanism which helped equalize the starts and provided a lot of one-wheel acrobatics on the line. Replacing the trusty arm

and flag were push-button controlled rubber bands. We'll probably see the rubber band starts at the next Sequoia Riders promotion for riders responded favorably to the mechanical method.

Bakersfield's Robert Ely (Hon) grabbed the holeshot in the Mini-Expert heat and was never headed. Yamaha pilot Michael Yafchak finished second but had his hands full with Mike Garrison (Yam) in hot pursuit.

In the Main, Garrison showed why he's Numero Uno as he took the win, leading flag to flag. Rodney (Rocket) Sullivan blitzed the rest of the pack and was closing on Garrison in the final lap, but Garrison's flawless riding kept Sullivan in second. Heat winner Robert Ely finished third.

Mike Garrison (no relation to the above) had the 125cc Junior Main lead but was promptly relieved of it by Kevin Ooley (Yam) who eased to the inside of turn one. Ooley went on to take first while Garrison followed for second. Bob Hoffman (Suz) brought home the third place trophy.

In the 200cc Expert Main, Steve

Boswell (Yam) rode to a convincing win while Kent Bowser (Kaw) and Danny King (Yam) duked it out for the second slot the entire race. Bowser got his way on the last lap.

Results in Results Section.

Construction begins on Jackson County Cycle Park

By Jerry Mathel

MEDFORD, ORE., SEPT. 10

Giant earthmovers and bulldozers began moving dirt this week at the new Jackson County Cycle Park, under construction at the old Camp White Army Base located about 10 miles north of Medford. When completed the park will include a half-mile oval, a short track, a TT course, a motocross course, a Speedway track and specially designated motorcycle play areas.

Completion of the entire project is expected to take place in various phases over the next five years as funds are available. The present phase under construction will include the half-mile oval, short track and TT track with lighting facilities for the short track and TT course.

Funding for this first phase came from various sources. \$2,000 was put up by the Motorcycle Riders Association, a Medford club which will operate the track, \$4,000 by the Jackson County Park Department, \$6,000 by the State of Oregon and \$12,000 in Federal Funds. Preparation and maintenance of the track surface will be the responsibility of MRA with the other permanent facilities being taken care of by the Park Department and leased to MRA for race events. When races are not in progress the track facilities will be open to the public at a minimal use fee.

One of the unique features being installed at the track is the lighting facilities which have been designed by Westinghouse. The entire short track and TT course will be lit by a single

One determined kid — Logan Glover taking the Mini-Novice win at Visalia.



FELIX ADAMO

battery of lights mounted inside a parasol-type reflector and installed on a 130 ft. pole in the center of the track. The Westinghouse people say this type of system can be installed for about one-third of the cost of conventional lighting.

MRA and the Park Department plan to have the first of the Cycle Park facilities open early next year.

To find out how the club managed to swing such a deal, call member Tyrell Hart (503) 772-4680 or drop him a line at 3121 Dark Hollow Rd., Medford, Oregon 97501.

NORCAL SPEEDWAY



JEFF ATAMIAN

Scott St. John's Honda rig illustrates the diversity of Junior Speedway equipment — going up against anything from fuel burning kart engines to 200cc Triumph Cubs.

Speedway Central

HANFORD, CAL., SEPT. 5

Hanford's Speedway program combined a Junior Speedway scratch and handicap show with the regular Division II events. The evening's racing was furious due to last minute pressures on riders working to "make the cut" for the upcoming championship.

In the handicap racing, the regular high yardage men blasted through traffic to win in each heat except for heat two when Ron Hardin took off from the 10 yard line. Dan Toomey, looking good after a two week injury layoff, took heat four from the 30. Ivan Blacka won from the 20 in heat three and Dan Huckans did it from the 30 in heat one. In the Main Ivan Blacka handled them all for the win.

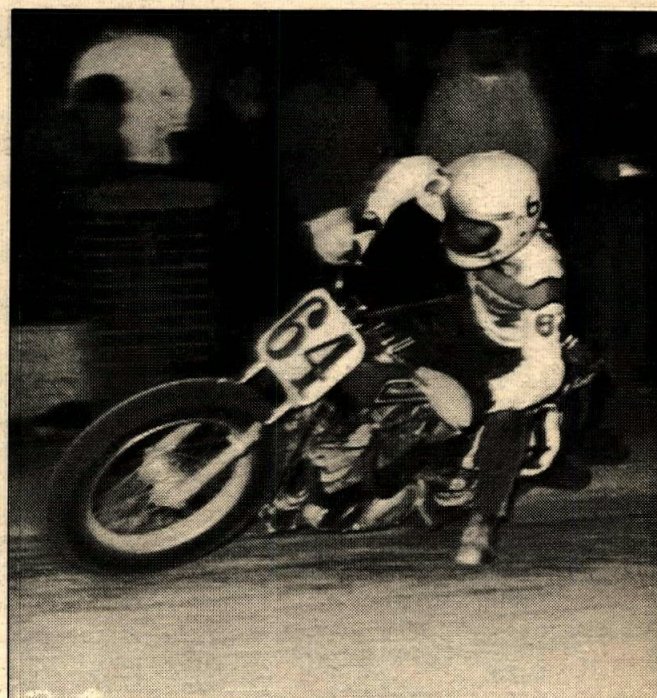
The scratch show saw one of the best performances yet by a northern rider in heat two. John McDonnell of Sacramento really mixed it up and came out on top, but couldn't get to the Main.

The Main shaped up with Don Huckans, Jack Martin, Ron Hardin and Dave Skiles at the gate. The experience of Martin and Huckans paid off as they went up front quickly. The surprisingly good performance of Skiles and Hardin kept the riding up front in high gear. Dan Huckans, who rides a venerable J.A.P., simply outrode and out-powered Martin for a one length lead at the checker.

Results

HANDICAP MAIN: 1. Ivan Blacka. 2. Mark Smith. 3. Doug Skiles.
SCRATCH MAIN: 1. Dan Huckans. 2. Jack Martin. 3. Doug Skiles.
JR HANDICAP: 1. Lance King. 2. Ron Kirby. 3. Jim Sizemore.
JR SCRATCH: 1. Lance King. 2. Louis Kossuth. 3. Jim Sizemore.

Keener and Scott trample Toledo on Red Wings!



Late race results: another Red Wing win! If there's a secret to a winning bike, it's tuning. Not just the engine, but the suspension too. That's why Red Wing shocks are on so many bikes in the winner's circle. Red Wing shocks make suspension tuning a snap with their selection of optional springs and five spring-rate preload positions. Just dial them in to suit your bike and track. Red Wing shocks are rebuildable too; they can be 100% restored if they ever wear out. And... don't forget the other half of the Red Wing total, tuneable suspension system, the Red Wing competition fork. It's got triple-lip seals; high performance damping, hydraulic stops to prevent bottoming, lightweight alloy sliders, tempered stanchion tubes and 3 position preload springs. When it comes to performance, you can't beat The System!

At the Toledo Grand National half mile, "Mr. Dirt" Corky Keener made it two more in a row for Red Wing suspension with top spot contender Gary Scott grabbing a second place using Red Wing shocks. Corky and Gary showed the cream of the half mile talent the way around Toledo relying on their Red Wing shocks to provide the ultimate in handling and power control in the tricky game of half mile racing. When it comes to performance you can't beat the system.



TM

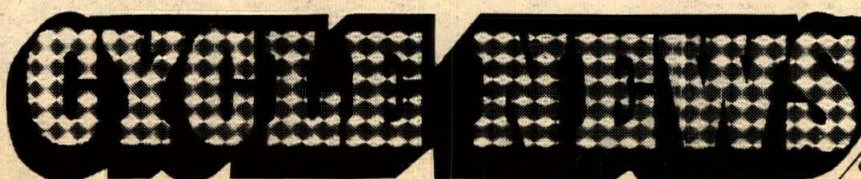
Marubeni America Corp., Red Wing Group, 200 Park Ave., Dept. CN85, N.Y.C. 10017

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Opinion

Is Executive Order 11644 unconstitutional?

Let's pull the rug out from under the environmental extremists. Executive Order 11644 is the source of, the nonsensical bureau-

cratic red tape slanted against the use of motorcycles on public lands. Issued on February 8, 1972 by President Nixon, E.O. 11644 provided the BLM, Forestry Department, Corps of Engineers, Bureau of Reclamation and other agencies which manage the public lands specific directions and unquestioned authority to draft the detailed regulations which now control and hamstring us. E.O. 11644 also provides what sustenance there is to the Sierra Club's claims that the California desert and other public lands have been closed to motorcyclists and are being opened by the BLM's irresponsible and illegal actions in designating certain areas "open", others "designated roads and trails", etc. and not simply closing all public lands to ORV use until appropriate studies and protective measures can be completed.

Executive Order 11644 may have little more legitimacy than the Nixon administration's more obvious abuses of Presidential power. However, since the former administration has stepped down, we have been so preoccupied with the uncovering of the more obvious and criminal abuses of executive power, the less patently anti-democratic activities have, until now, not received the public scrutiny and rejection they deserve.

Take a look at virtually any federal law concerning the administration of public lands and you'll find a law which is even-handed or mildly supportive of broad recreational use of public lands. The National Environmental Policy Act certainly does not mandate banishment of our dirt bikes to privately owned cycle parts or retirement to our garages (any more than it permits us to confine those pesky Sierra Clubbers to a privately owned hiking park): "The Congress... declares that it is the continuing policy of the Federal Government [to] ... attain the widest range of beneficial uses of the environment... [and to] maintain wherever possible, an environment which supports diversity and variety of individual choice."

With characteristic heavy-handedness, Richard Nixon, by Executive Order 11644, changed governmental policy from its previous even-handedness to one quite clearly antagonistic to the use of motorcycles on the public lands:

"An estimated 5 million off-road vehicles... are in use in the United States today, and their popularity continues to increase rapidly. The widespread use of such vehicles on the public lands — often for legitimate purposes but also in frequent conflict with wise land and resource management practices, environmental values and other types of recreational activity has demonstrated the need for a unified Federal policy toward the use of such vehicles on the public lands." (And since Congress hasn't given me a law I can use, I'll enact one myself.)

Following this preamble the President proceeded to direct each agency head to develop and issue

regulations within six months limiting the use of off-road vehicles to specific areas and trails, establish operating conditions and arrange for enforcement.

As agencies do, the federal agencies responded with the prodigious body of regulations which seem to grow in number and authority each day. The Order and regulations implement a subtle change in governmental attitude towards the American public. An attitude typified by Mr. Nixon's grand explanation of some of his more controversial actions — "I am the President." More ominous is the changing vocabulary which exemplifies this attitude change — "public lands" are now "National Resource Lands" (Motorcyclists keep out!) and our former public servants are now Ecologists, Rangers and Scientists who are "experts" a whole lot smarter than we are.

Joe L. Pecore, assistant counsel to the Senate Judiciary Committee's Subcommittee on Separation of Powers has this to say about E.O. 11644: "[NEPA] was designed to protect public park land, but it didn't include any authority for police powers. Nevertheless, President Nixon, citing that bill as his authority, issued an Executive Order restricting snowmobiles and other off-the-road vehicles on

public land — and that order included police penalties for violators'.

President Nixon had no authority to issue Executive Order 11644. Our Constitution provides: "All legislative Powers herein granted shall be vested in a Congress of the United States, which shall consist of a Senate and a House of Representatives." Article I No. 1. Simple isn't it? The Constitution further prohibits the appropriation of any money to finance government activities which are not authorized by law. In 1973, Representative John D. Dingle (D. Mich.) startled his colleagues in the House by successfully challenging the entire appropriation for the Vice-President's 40-member staff on the grounds that it was never authorized by law, only by an Executive Order issued years ago. Countless millions are being spent by our federal agencies to issue and enforce the regulations which are driving us out of the public lands. A vocal minority, operating under the banner of ecology and environmental protection, relies upon the dubious authority of E.O. 11644 to demand and compel closure of even more public lands. If E.O. 11644 is unconstitutional, as we believe, this conduct is not only unwarranted but illegal.

Our friends, Hildamae Voght of the California Outdoor Recreation League and Ray Moon of Outdoor Nation hope to get E.O. 11644 repealed:

"We plan to flood the White House with messages about it on November 6th. May not do any good but can't do any harm. If we could get some Congressmen steamed up about the executive orders we might get some legislation going to restrict them to

holidays and emergencies as they were first intended."

We can do it. Will you help?

Lynn and Staci Heusinkveld

No deals in the desert

I read the columns by Don Murchie with mixed sentiments. I was glad to see an environmentalist, a Sierra Clubber, out among us trying to find out who we are and what we are. I was saddened, however, by his positive conviction that what he'd seen was irreparable damage to the desert.

He saw the area with the unbiased eyes of a man with his mind already made up. He saw the damage being done, but since the area was already pretty well beat to death it didn't matter so much. Well, the reason these areas are beat to death is because environmentalists like him with their blinder-vision have very flatly refused to allow us to spread and rotate our events as we have in the past. Perhaps it doesn't matter to the Sierra Clubber that the land was already beat to death, but it certainly matters to the motorcyclist!

His statement that motorcyclists are oblivious to damage being done to the desert is totally wrong. We are not only aware of it but are very concerned about it. We are concerned not only about damage to the desert but also about damage to the riders themselves; damage done by overused, overriden land being beat to death, as he so aptly put it, because the environmentalists have screamed that we should be cut down and confined to small dangerous areas that kill motorcyclists. All this has been said before, but has fallen on deaf ears.

I would rather, I think, criticize Cycle News for once again having fallen into the trap that has been laid and set by the environmentalists. Every one of us has fallen into it a time or two.

The environmentalists are not run democratically. They are a well-oiled, well-financed propaganda machine which creates many sacrificial lambs such as Mr. Murchie. And the desert is a great fundraiser.

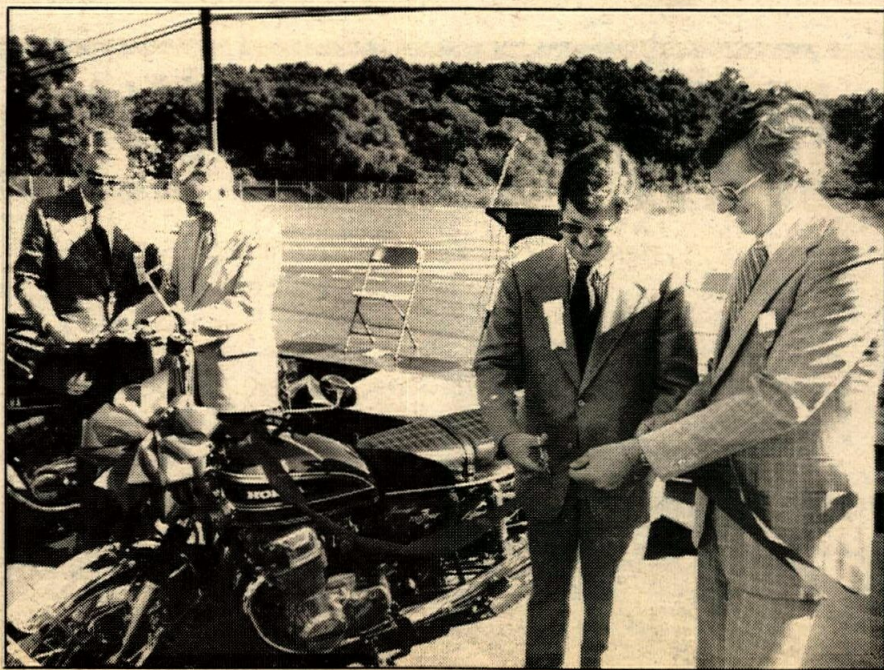
The best brains in the ORV land use field have been tied up by the environmentalists' beautiful tactic of sitting down and negotiating for days, weeks and months, then at the end of the negotiations coming up with, "Well, the person who made those agreements had no authority to do so. Our position is now and has always been where it originally was." If you doubt this, ask Ron Sloan, Mike Henshaw, Bob Hamm, Ray Moon, Dick Moon, Russ Sanford, Bob Tarttar.

All of us have been tied up at one time or another, from the original ORVAC committees to public land use hearings to testifying before committees of the Congress of the United States. Environmentalists pretending that they are ready to be reasonable and negotiate are only using a delaying tactic, tying up our best brains so we can't actively work against them.

Don't let Cycle News fall into the same traps. You can not deal with the Sierra Club!

Bob Hayes

The Motorcycle Safety Foundation formally opened its new two acre, \$100,000, Research and Education Facility September 9, 1975. Officiating at the ceremonies were (L. to R.) Lester White, Chairman of the MSF Board of Trustees; Fred Vetter, Jr., Associate Administrator, National Highway Traffic Safety Administration; Robert Aaronson, Maryland Aviation Administrator; and Dr. Charles Hartman, MSF President. One of only a few in the world, the MSF Research and Education Facility is the first in the nation constructed specifically for motorcycle safety instruction, demonstration, and research. Its address, 6755 Elkridge Landing Rd., Linthicum, MD 21090.



RESULTS

D-35 TT Scrambles

Visalia, Calif.

Sept. 6, 1975

By Cosmic Cat

56-89cc NOV

Logan Glover

Rick Hollinger

Walter Dean

JUNIOR

Mike Wesson

Vic Williamson

Todd Weisenberger

EXPERT

Mike Garrison

Rodney Sullivan

Rob Ely

100cc NOV

Carl Wilkerson

Mike Mayes

Tony Sanderson

JUNIOR

Shannon Amaral

Jesse Torres

Bryan Adkins

EXPERT

Johnny Alexander

Richard Sing

Darren Pritchett

125 NOV

Steve Allison

Robert Halsey

Jerry Van Ness

125cc JR

Kevin Coley

Mike Garrison

Bob Hoffman

EXPERT

Gary Clark

Richard Torres

Richard Escalera

200 NOV

James Keathley

Gary Barnes

Wayne Johnson

JUNIOR

Clyde Helton

Marty Brown

Richard Sullivan

EXPERT

Steve Boswell

Kent Bowser

Danny King

250cc NOV

Jerry Van Ness

Rick Langdon

Eugene Plumlee

JUNIOR

Kenny Welch

Richard Erwin

Tom Herring

EXPERT

Steve Monger

Derek Land

Tim Clark

350-500 NOV

Bobby Edgar

Robert Springmeyer

C. L. Toney

JUNIOR

Fred Gill

Jim Springmeyer

Scott Andrews

EXPERT

Gary Clark

Morris Renaud

Tim Smithpeters

OPEN NOV JR

William Shirley

Stan Nunes

Dan Dwyne

EXPERT

Carroll Jackson

Tim Thomas

Bud Wall

Escape Country MX

Trabuco Cyn., Calif.

Sept. 14, 1975

SUPER MINI

Adam Renteria

Matt Saruwatari

Steve Probst

SUPER MINI BEG

Larry Hernandez

Leon Ebargaray

SUPER MINI NOV

Geoff Brooks

Super Mini Int

Tommy Satchell

SUPER MINI EX

Kevin Bowden

SUPER MINI PRO

Steve Shippy

Joe Tucci

100 NOV

Mark Leos

Mark Todd

100 INT

Tim Murphy

100 EX

Jeff Ward

125

Gene Van Dyke

Steven Plattani

Robert Montecinos

125 BEG

Joe Estrada

Alan Tomota

Brad Schwan

125 NOV A

Tim McCasland

Pat McLaughlin

Noel Leos

125 NOV B

Mike Carpenter

Marc Ito

Jerry Lee

125 INT

Mark Marriott

Greg Barrett

Ken Morgan

125 EX

Mark Tyler

Scot Clifton

250

Dan Varner

Jim Owens

Mike Probst

250 BEG

Mitchell Harryman

Blake Fiar

Robert Bowers

250 NOV

Steve Richle

Bill Strickland

Kevin McLaughlin

250 INT

Mike Morgan

Joe Doyle

250 EX

Mark Martinez

OPEN

Robert Hendrix

OPEN BEG

Hobart Bowers

OPEN NOV

Bill Strickland

Mike Irby

Roger Hendrix

OPEN INT

Steve Chandler

OPEN EX

Chuck Minert

Mark Popel

BSA

Suz

Jeff Fischer

Jon Gladman

Scott Carneau

200 A

Bruce Scott

Jeff Fischer

Eric Swanson

250 A

Jon Gladman

Eric Swanson

Don Gore

500 A

Don Faber

Ken Celorie

Pat Hickman

TROPHY DASHES

MINI

Vic Parrish

100

Jeff McDaniel

125

Jeff Fischer

200 Bruce Scott

250

Jon Gladman

500

Don Faber

200

Bruce Scott

250

Jon Gladman

500

Don Faber

Bul

Cory LaRue

250 INT DIV II

Steve Conner

Bill Jamerson

Paul Sipes

250 NOV DIV I

Jerry Martin

Phil Minahan

Jerry Visman

250 NOV DIV II

Steve Young

Wally Marcos

Robert Springman

250 NOV DIV III

Steve Benakovich

Paul McGrath

Steve Eddy

OPEN EX

Ted Rogers

Mike Cates

Terry Hicks

OPEN INT

Brady Farris

Hykie Olson

Jerry Ebert Jr.

OPEN NOV DIV I

Jack Bellicitti

George Cheatham

Don Lynde

OPEN NOV DIV II

Jerry Visman

Robert Springman

Chris Nadotti

PEE WEE

Jimmy Rose

Tyson Vohland

Aaron Hill

Bul

RESULTS

Final Pt. Standings 1975 U. S. National Observed Trials

Championship Series

Marland Whaley	4931.688
Don Sweet	4920.996
Mark Egger	4804.282
Lane Leavitt	4688.433
Joe Gugliemelli	4684.576
Steve Darrow	4504.924
Bob Hopkins	4504.481
Mike Griffiths	4432.431
Bruce Ryhti	4428.182
Bernie Schreiber	4404.363
Martin Belair	4269.825
George Smith	4104.349
Michael Markley	4059.061
Tim Carr	4053.560
Marvin Heath	4035.479
Curt Comer	3617.676
John McWilliams	3433.424
Joe Masculine	3268.458
Terrence Cheney	3202.155
Tom Kaweck	3201.200
Mike Brown	3149.354
Bob Nickelsen	2957.227
Ed Kessler	2755.257
Dale Malasek	2747.915
Andre Plouffe	2741.481
Jay Terry	2735.881
Jerry Young	2595.860
Wiltz Wagner	2573.215
David Russell	2511.900
David Ryhti	2453.292
Robert Bertucci	2376.578
Ron Doster	2355.128
Greg Kurtz	2260.206
Wally Sheffer	2255.895
Elliott Schultz	2165.465
Bill Hanson	2162.674
Brad Skreen	2155.158
J. B. Miller	2140.831
William Burgener	2129.594
Ray Hatfield	2104.156
Gary Millen	1969.383
Jeff Fish	1961.118
George McHenry	1635.245
Jeff Hawkins	1580.234
Tom Batchler	1538.098
D. Armstrong	1500.155
Tim Seeley	1483.822
Chester Hudspeth	1416.166
Greg Sturm	1388.371
Bill Schaaf	1281.597

Elkhead MX Yoncalla, OR. Sept. 7, 1975

By Lynne Diltz

MINI JR	Hon
Roy Tompkins	Hon
Jerry Ladd	Hon
Karl Talburt	Yam
MINI SR	Yam
Roy Davis	Yam
Scott Toy	Yam
100 CLASS	Suz
Jim Thorp	Hon
Frank Reid	Hon
Jeff Landrum	Suz
125 NOV	Yam
Randy Duval	Suz
Jeff Stere	Hon
Jim Huffman	Hon
125 JR	Suz
Rocky Watson	Hon
John Jenkins	Hon
Geoff Walsh	Hon
125 SR	Suz
Steve Williams	Suz
Randy Wing	Suz
Jeff Norwak	Suz
200 CLASS	Hus
Jeff Phillips	C-A
Brad Watson	Hon
250 NOV	Hon
Steve Harley	Hon
Vernon Stone	Hon
Ken Stogren	Hon
250 JR	Bul
Bob Connors	Mon
Brad Watson	Mon
Dar Yarbrough	Mon
250 SR	Suz
Steve Williams	Kaw
OPEN JRS	Yam
John Waller	Yam
Jerry Lucas	Yam
OPEN SR	Yam
Skeet Hise	Yam
OLD MAN'S CLASS	Yam
Elmer Reimer	Suz
Hayey Williams	Yam
Cecil Davis	Yam
MONEY RACE	Yam
Skeet Hise	Yam
Randy Wing	Bul
Mike Stubblefield	Yam
Lance Kelly	Yam
Steve Williams	Suz

Far West D-36 MX Garberville, Calif. Sept. 1, 1975

By Sharon Bramlett

MINI NOV	Yam
Rick Cox	Hon
James Boyd	Hon
Ken Mace	Hon
MINI JR	Hon
Donnie Miguel	Hon
MINI EX	Yam
Don Bramlett	Yam
MINI 100	Suz
Freddie Demello	Hon
Dennis Griffiths	Hon
100 NOV	Hon
Dale Castleman	Suz
Jon Cook	Hon
Michael Backman	Hon
125 NOV - 1st Heat	Hon
John Gambill	Hon
Marc Silva	Hon
Mel Tibbett	Hon
125 NOV - 2nd Heat	Yam
Matt Coleman	Yam

Allen Demello	Hon
Brad Isnard	Hon
125 JR	Hon
Lance Burgess	Hon
125 EX MONEY RACE	Yam
Jim Sylva	Yam
250 NOV	Hon
Gary Sheldon	Hon
Nick Kenlon	Kaw
Jeff Jones	Hon
250 JR	Yam
Charles Campton	Hus
George Webb	Mon
Mike Parent	Mon
OPEN NOV	CZ
Mike Richter	Yam
Donnie Brown	Yam
Wayne Rogina	Yam
OPEN JR	CZ
Randy Toreson	Yam
Arthur Parker	Yam
POWDER PUFF NOV	Hon
Barbara Stone	Hon
Teresa Sample	Hon
Dona Bramlett	Hon
POWDER PUFF EX	Hon
Elaine Miller	Hon
OLD MANS RACE NOV	Hus
Mel Sample	Hon
Des Stone	Hon
Frank Sylva	Yam
OLD MANS RACE EX	Hon
Frank Miguel	Hon

AMA Half-Mile Roseburg, OR. Sept. 6, 1975

By Lynne Diltz

TROPHY DASHES	100
Robert Speck	Yam
125	Suz
Tony Speck	Suz
200	Suz
Todd Puett	Suz
250	Suz
Brian Peterson	Yam
500	Yam
Pete Simonsen	Yam
OPEN	Tri
Jeff Campbell	Tri
100 A MAIN	Yam
Bruce Smylie	Suz
Bill Davis	Kaw
Vic Lilya	Suz
100 B MAIN	Hon
Mike Briggs	Hon
Jeff Hendricks	Hon
Jay Bouska	Hon
125 A MAIN	Suz
Todd Puett	Suz
Tony Speck	Suz
Glen Lilya	Kaw
125 B MAIN	Suz
Kirk Howard	Hon
Gary Coble	Hon
Jim McWhorter	Yam
200 A MAIN	Suz
Lonnie Bentley	Suz
Todd Puett	Bul
Larry Melton	Suz
250 B MAIN	Suz
Brian Peterson	Bul
Dan Rucker	Oss
Reg Ayers	Oss
500 A MAIN	Kaw
Curt Hunter	Yam
Peter Simonsen	Bul
Louis Booth	Tri
OPEN A MAIN	Tri
Jeff Campbell	Tri
Frank Word	Tri
Tom Pappas	Tri

CMC Short Track Chico, Calif. Sept. 6, 1975

By Donna Fowler

100 NOV	Yam
Jody Patterson	Yam
Jeff Williams	Yam
125 NOV	Bul
Jim Boes	Yam
Dave Evers	Yam
200 NOV	Bul
Dave Koistinen	Bul
Jerry Douglas	Bul
250 NOV	Yam
Rickey Fodge	Bul
Maurice Merrill	Yam
Ron Art	Yam
360 NOV	Hon
John Evans	Hon
200 JR	Bul
Ken Gray	Bul
Jerry Amos	Bul
250 JR	Yam
Chris Sauer	Bul
Dave Nakao	Yam
250 EX	Yam
Jim Hubbard	Yam
360 EX	Yam
Dick Turner	Yam
Shane Scott	Yam
HANDICAP RACES	Yam
80 MINI BIKES	Yam
Troy Cummings	Yam
Jeff Valentine	Yam
Doug Dorman	Yam
100 MINI BIKES	Yam
George Irwin	Yam
Dirck Sauer	Kaw
Troy Cummings	Yam
200 HANDI MAIN	Bul
Ken Gray	Bul
Brad Sanders	Yam
Dan Fowler	Yam
250 HANDI MAIN	Yam
Jim Hubbard	Bul
Maurice Merrill	Bul
Jim Chadwick	Bul
360 HANDI MAIN	Yam
Shane Scott	Yam
Lowell Moural	Bul
John Grant	Yam

CMC Rough Scrambles Sacramento, Calif. Sept. 5, 1975

By Barb Wilcox

MINI	Yam
Kelly Langseth	Hon
David Muse	Hon
Cory Cantaloupi	Hon
MINI EX	—
Phil Balcarich	—
George Webb	—
VETS	Yam
Frank Escobar	Suz
Dennis Hausmann	Suz
Scott Garhardt	Suz
OLD TIMERS	Tri
Gordon Miller	Tri
100 NOV	Suz
Mike Stenberg	Suz
Mark Howard	Suz
Jeff Hammond	Suz
125 NOV I	Yam
Kevin Ichimura	Hon
Jon Yourd	Hon
Ray Spore	Yam
125 NOV II	Yam
Mike Palmer	Hon
Glenn Hutchinson	Hon
Lance Beauchamp	Yam
125 AM	Suz
Marvin Woods	Hon
Randy Spurgeon	Bul
250 NOV	Yam
Tony King	Kaw
Chris Trapp	Kaw
John Crocker	Kaw
250 EX	Kaw
Larry Rippenkroeger	Bul
250 OPEN/AM	Bul
Ron Combs	Bul
OPEN	Yam
Keith Montgomery	Yam
Troy Kelso	Hus
Allen Sanchez	Hus

Benton-Lane Pro ST Junction City, OR. Sept. 6, 1975

MINI BEG	Yam
T. J. Marthaller	Hon
Mike Gard	Hon
Dan Bennett	Hon
MINI EX	Yam
Brian Leosch	Yam
David Moore	Yam
Mitch Seitzinger	Yam
100 A MAIN	Hon
John Winciewicz	Hon
Bob Skolaski	Yam
Mike McCormick	Suz
125 A MAIN	Yam
Steve Copley	Hon
Phil Harless	Hon
Sam Armfield	CA
200 A MAIN	Bul
Bill McCormick	Yam
Gary McDowell	Yam
Del Seilinger	Yam
250 A MAIN	Yam
Randy Piper	Bul
Mark Colegrove	Hon
Phil Harless	Hon
400 SPORTSMAN MAIN	Bul
David Spinney	Yam
Steve Sweet	Suz
Bob Culbertson	Tri
OPEN SPORTSMAN	Yam
Allen Busby	Yam
Tuffy Brown	Yam
Pat Smith	Yam
400 PRO MAIN	CZ
Brad Hurst	Yam
Lester Huey	Yam
Billy Oliver	Yam
Steve Toftdau	Yam
Rick Waters	Hon
OPEN PRO MAIN	Tri
Brad Hurst	Tri
Billy Oliver	Yam
John Nova	Tri
Larry Legarra	Tri
Rick Waters	Tri

N.M.A.

Indian Dunes Aug. 15, 1975

By C. Whiting

PEE WEES	Ind
B. Schneider	Ind
P. Harrell	Ind
PEE WEES NOV	Ind
R. Reilly	Ind
PEE WEES BEG	Ind
D. Allred	Ind
T. Sloan	Ind
R. Smith	Ind
JR CYCLES - STK 6-8	Ind
M. Koemans	Ind
B. Randal	Hon
J. Henry	Hon
JR CYCLES - MOD 6-8	Ind
P. Harrell	Ind
JR CYCLES - MOD 9-11	Ind
J. Eversole	Ind
JR CYCLE - STK 9-11	Ind
T. Tomaselli	Ind
0-83 STK NOV 9-11	Yam
G. Schooley	Yam
0-83 STK BEG 9-11	Yam
E. Williams	Hon
D. Dobson	Hon
0-83 MOD BEG 12+	Hon
R. West	Hon
0-83 MOD EX/OPEN	Yam
K. Allman	Yam
M. Whiting	Yam
0-83 STK BEG 9-11	Yam
D. Archey	Hon
G. Gentry	Hon
0-83 MOD NOV 9-11	Yam
D. Best, Jr.	Yam
0-83 STK NOV 12+	Yam
B. Reynolds	Yam
D. Barberio	Yam
T. Randal	Yam
0-83 STK BEG 12+	Yam
J. Crockery	Yam

D. Benson	Yam
0-83 MOD NOV 12+	Yam
M. Tomaselli	Yam
L. White	Yam
0-83 MOD NOV 12+	Yam
B. Reynolds	Yam
C. Hansen	Yam

Sunny Valley GP Sunny Valley, Ore. Sept. 7, 1975

By Jerry Mathel

100 KIDS	Yam
Don Bramlett	Kaw
Rick Bradley	Suz
Rick Pont	Suz
100 SENIOR	Suz
Earl Austin	Kaw
Chuck Bradley	Suz
Jim Miller	Suz
125	Hon
Mel Samples	Suz
Jeff Campbell	Hon
Jim Eldred	Hon
200	Yam
Russ Salmons	Hon
Don Fendrick	Suz
Milt Miller	Suz
250	Hon
Clark Taylor	Hon
Mark Ditweiler	Bul
John Beckett	Hon
OPEN	Tri
Larry Legarra	Yam
Wayne Brighton	Kaw
Mark Legarra	Kaw

Oregon Sidewinders Final Standings 1975 Season

By Jerry Mathel

EXPERTS	83
Charlie Brown	79
Chuck Joyner	79
Don Doge	118
JUNIORS	117
Bill Oliver	104
Brad Hurst	117
Duane Hendrickson	104
NOVICES	116
Rick Waters	94
Tom Moore	92
Lester Huey	92

CRC Motocross DeAnza Cycle Park Sunnymead, Cal. Sept. 14, 1975

By Gus

MINI BEG	Yam
Jim Busby	Hon
Ken Campbell	Hon
Jimmy Lynch	Yam
MINI NOV	Yam
David Baker	Yam
Butch Roberts	Yam
Richard Soria	Hon
MINI EX	Yam
Brian Myerscough	Yam
Darren Penrod	Yam
Dallas Rebello	Hon
100 BEG	Yam
Eric Cruz	Kaw
Rodney Mouzzi	Yam
Derek Caballero	Yam
100 EX	Hon
John Gless	Hon
WOMANS DIV	YZ
Michele Williams	YZ
125 BEG	Hon
Blair Resnes	Hon
Steve Ackerson	Hon
Mark Ellis	Suz
125 BEG -16	Yam
Danny McDougal	Suz
Mike Dickherber	Hon
Steve Feld	Yam
125 NOV -16	Yam
Bill Pelt	Yam
Mickey McDougal	Hon
Mark Iwakiri	Hon
125 NOV	Hon
Marty Smith	Yam
Dwight Wilkinson	Yam
Tim Hoole	YZ
125 INT	Yam
Gary Scheidler	Hon
Clint Carman	YZ
Steve Spaeks	YZ
125 EX	Yam
Floyd Burk, Jr.	Yam
Mark Lawrence	Yam
Pete Hillebrecht	Hon
250 BEG	Yam
Vim Wotring	Yam
Frank Quick	Mai
John Wilson, Jr.	Hon
250 NOV	Yam
Greg Stone	Yam
Larry Minor	Mai
John Mitchell	Bul
250 INT	Bul
J.N. Elledge	C-A
Tim Batzle	Suz
Alex Collins	Yam
250 EX	Yam
Rick Lee	Yam
Kelly Callaway	YZ
Terry Smith	Yam
VETERANS	Yam
John L. Wilson	Yam
Ed Scheidler	Yam
OPEN BEG	Yam
Rodney Harrison	Yam
Johnny Barr	CZ
OPEN NOV	Yam
David Aleman	Suz
M. Riley, MD	Mai
Wade Reese	Suz
OPEN INT	Bul
Terry King	Yam
Tony Pena	CZ
Raul Escamilla	CZ
OPEN EX	Suz
Mike JacksonHus	Suz
Mark Sullivan	Bul
Dale McKinney	Bul

District 36

Mini Standings through Aug. 29, 1975

By Ann Carr

SCRAMBLES	84
1. Fred Merkel	47
2. Doug Chandler	34
3. Ricky Ryan	17
4. Tony Holdscaw	16
5. Jeff Mason	16
SHORT TRACK	73
WHITE PLATE	49
1. Doug Chandler	49
2. Tony Deatherage	42
3. Ricky Ryan	32
4. James Cunningham	26
5. Don Howard	26

Short Track & H-M Corona Raceway Corona, Cal.

Sept. 10, 1975

Speedway
Costa Mesa, Cal.
Sept. 19, 1975
SCRATCH MAIN
Mike Bast
Rick Woods
Jeff Sexton
Scott Sivadge
HANDICAP MAIN
Mike Muntean
Mark Cherry
Bruce Penhall
Sonny Nutter
Steve Nutter
Bobby Schwartz
FEATURE MATH
Steve Bast (over)
Dubb Ferrell

After 3 rounds of
qualifying for the
U.S. Championship
Irwindale-Bakersfield-
Ventura

1. Scott Sivadge	35
2. Bill Cody	30
3. Bruce Penhall	29
4. Mike Bast	29
5. Steve Bast	28
6. Larry Shaw	28
7. Mike Curoso	27
8. Dubb Ferrell	27
9. Sonny Nutter	24
10. Bobby Schwartz	23
11. Jim Fishback	23
12. Mike Konle	22
13. Jeff Sexton	20
14. Steve Nutter	20
15. Alan Christian	19
16. Mark Cherry	18
17. Rick Woods	16
18. Rich MacMurray	16
19. Bill Meister	15
20. Dave Sims	15
21. Randy Marsh	14
22. Larry Moon	12
23. Jim Gresham	11
24. Brian Short	10
25. Wayne Lewis	9
26. Bill Bray	7
27. Mark Cherf	7
28. John Cunningham	6
29. Dale Stetler	6
30. Jerry Baughn	6
31. Norm Denny	6
32. Mike Muntean	4
33. George Carter	4
34. Paul Orlandi	2
35. Dean York	2
36. Dan Becker	0
37. Jan Ballard	0

Speedway
Ventura Pt. Standings
Sept. 16, 1975

1. Steve Bast	12
2. Larry Shaw	11
3. Scott Sivadge	11
4. Bruce Penhall	10
5. Steve Nutter	10
6. Bill Cody	10
7. Dubb Ferrell	9
8. Mike Konle	9
9. Mike Curoso	9
10. Jeff Sexton	8
11. Sonny Nutter	8
12. Jim Fishback	7
13. Bobby Schwartz	7
14. Bill Meister	7
15. Alan Christian	6
16. Mike Bast	6
17. Jerry Baughn	6
18. Dave Sims	5

19. Bill Gray	4
20. Rich MacMurray	4
21. Jim Gresham	4
22. Brian Short	4
23. Randy Marsh	4
24. Norm Denny	3
25. Mark Cherry	3
26. Dale Stetler	3
27. George Carter	3
28. Mark Cherf	2
29. Larry Moon	2
30. Wayne Lewis	2
31. Dean York	2
32. John Cunningham	1
33. Mike Muntean	1
34. Paul Orlandi	0

Night Motocross
CMC - Irwindale
Irwindale, Cal.
Sept. 19, 1975
By Jon Hayt

MINI JR DIV I		
Gary Tafoya	Hon	
Jon Kandel	Hon	
Jim Beck	Hon	
MINI JR DIV II		
Steve Haddon	Hon	
George Raymond	MSC	
Hayward Flynt	Yam	
MINI EX		
Scott Phillips	MSC	
Kavin Bowden	MSC	
Mark Maxstadt	Hon	
100 JR		
Mike Palumbo	Hon	
Tom Rutten	Hod	
Steve Rawding	Yam	
125 PRO		
Dave Taylor	Hon	
Don Bongiorno	Hon	
Mike Bell	Hon	
125 INT		
Pat Nash	K&G	
Jim Harris	Hon	
Mark Ruelas	Hon	
125 JR DIV I		
Tom Peterson	Hon	
Jeff Woods	Hon	
Mike Clark	Hon	
125 JR DIV II		
Mark Eoff	Hon	
Dave Beckner	Yam	
Ruben Roman	Hon	
125 JR DIV III		
Scott Martineau	Kaw	
Tim Collister	Hon	
Gary Devlin	Kaw	
250 PRO		
Jeff Vidic	Mai	
Bill Rubly	C-A	
Jeff Jennings	Bul	
250 INT		
Jeff Deal	Bul	
Steve Brady	Mai	
Ron Maas	Mai	
250 JR DIV I		
Mark Torricelli	Kaw	
Rob Gonzalez	Yam	
Dennis Serrato	Yam	
250 JR DIV II		
Pancho Spain	Mon	
Steve Isenhower	Hon	
Maurice Marascio	Mai	
500 PRO		
Curtis Lessel	Mai	
Bill Rubly	Mai	
Jeff Jennings	Bul	
500 INT		
Jon Miller	Mai	
Steve Skinner	Mai	
Frank Serseant	KTM	
500 JR		
Richard Kouacs	Bul	
Rich Labgold	Mai	
Dennis Bonnett	Mai	

DRA Hare Scrambles
Adelanto, Cal.
Sept. 21, 1975
Unofficial results
By Dale Brown

OPEN EX		
Bob Balentine	KTM	
Jamie Avels	Yam	
Dave Wood	Yam	
OPEN AM		
Prosperous Shepard	Yam	
Dave Bowman	Yam	
OPEN NOV		
Mike Martin	Yam	
Michael Williams	Yam	
Duane Bechtel	Yam	
OPEN BEG		
Danny Ruth	Hus	
John Lewis	CZ	
R. J. Nakoneczny	Yam	
250 EX		
Phil Stumbo	CZ	
250 AM		
Dean Miller	Yam	
250 NOV		
John Bosanko	Hon	
Doug Posson	Pen	
Dean Kirk	Yam	
250 BEG		
Cliff Stroud	Hon	
Ron Smith	Yam	
Mark Moullet	Bul	
0-200 EX		
Eric Spaeth	Hon	
0-200 AM		
Lee Wilson II	Hus	
Fred Strong	Yam	
0-200 NOV		
Rick Muller	DMG	
Tim Plant	DMG	
Ron Hedtke	Hon	
0-200 BEG		
Terry Mangrum	Hon	
Dan Green	Hon	
Donny Long	Suz	
SR EX		
C.V. Greene	H-D	
Gus Pauli	Yam	
SR AM		
Sam Forney	Yam	
George Lanyon	Hon	
SR NOV		
M.S. Dyott	Bul	
Gus Lockridge	Hon	
LaVern Garton	Suz	
SR BEG		
Andrew Jackson	Yam	
Ed Fitzgerald	KTM	
A POWDER PUFF		
Michelle Griffin	Hus	
B POWDER PUFF		
Kathy Tackett	Yam	
Marge Gregory	Yam	
Lizzie Broussard	Yam	

Speedway
Irwindale Raceway
Irwindale, Cal.
Sept. 18, 1975

SCRATCH MAIN
Steve Nutter
Mike Curoso
Scott Sivadge
Mike Bast
HANDICAP MAIN
Dave Sims
Bruce Penhall
Scott Sivadge
Mike Bast
Jim Gresham
Mike Konle
FEATURE MATCH
Dennis Sigalos (over)
Shawn McConnell

TROPHY PICKUP



Viewfinders Trophy
Presentation, Grand
Prix and MX Friday,
Sept. 26, 8:00. Aero-
nautical District
Lodge, 2600 W. Victory
Blvd., Burbank, CA.
Free beer-live band.
(38/2x)

Capistrano Valley
M.C. Dual European
Scrambles trophy and
contingency prize pick
up at Shamrocks M.C.
Hare & Hound Sept. 27
(Sat. night-8 pm).
(714) 831-2215. (37/2x)
(37/2x)

Trophies for the
100s M/C Hare Scram.
of April 20, 1975, can
be picked up at D-37
Desert Events starting
with the Huntington
Beach M/C Hare
Scrambles Sept. 14,
1975. (38)

DIV II
Ivan Blacka

CMC Motocross
Orange, Cal.
Sept. 21, 1975
By Joel Jamison

MINI JR		
Ron Lounsbury	Yam	
Andy Orescanin	Hon	
Mike Fratta	Hon	
MINI EX		
Dan Trant	Hon	
Gary Tomlin	Hon	
100 JR		
Carl Salazar	Suz	
Don Laverty	Ric	
Yves Halliburton	Pen	
500 PRO		
Bob Hannah	Suz	
Gaylon Moiser	Mai	
Rich Thorwaldson	Mai	
Randy Berkeley	Mai	
Jeff Folland	KTM	
500 INT		
Mark Popel	Suz	
Raoul Escamilla	CZ	
Randy Blevins	CZ	
500 JR		
Jeff Lewey	Bul	
Carlos Munoz	Mai	
Jeff Clark	CZ	
250 PRO		
Robert Hannah	Suz	
David Williams	Yam	
Jeff Jennings	Bul	
Bob Elliot	Hus	
Mike Stearns	Suz	
250 INT DIV I		
Tim Marsh	Bul	
Pete Smith	Mai	
Joe Grant	Bul	
250 INT DIV II		
Mark Asbury	Yam	
Keith Doyert	Hus	
Paul Vogelsang	Mai	
250 JR DIV I		
Jerry Coffey	Bul	
Mark Pittillo	Bul	
John Bumgarner	Bul	
250 JR DIV II		
Bobby Cochran	C-A	
Russell Stark	Suz	
Dan McKinley	Mai	
125 PRO		
Marty Smith	Hon	
David Williams	Yam	
Warren Reid	Hon	
Jim Domann	Hon	
Alan Smith	Hon	
125 INT DIV I		
Randy Hess	FMF	
Jim Carlson	Hon	
Mike Raines	Yam	
Tim Tolon	Yam	
Steve Moore	Hon	
Jim Harris	Hon	
125 JR DIV I		
Mark Elder	Yam	
Kym Kirschnmann	Hon	
Greg MacDonald	MCE	
125 JR II		
Tony Schuller	Hod	
Perry Bengton	Hon	
Marty Smith	Hon	
125 JR III		
Curt Jensen	C-A	
Steve Paulos	FMF	
Terry Shekell	Yam	

D-37 Hare & Hound
Lucerne, Cal.
Sept. 21, 1975
By Jim Stewart

400 EX		
Jack Johnson	Pen	
Doug Winchell	Yam	
Ron Wright	Yam	
400 JR		
Ed Zovis		
J. Harrison		
Ronald Betty		
400 NOV		
Ken Winkler		
Terry Honecutt		
Ron Andrews		
250 EX		
Brent Wallingsford	Yam	
Larry Roessler	Hus	
Bruce Ogilvie	H-D	
250 JR		
Mike Etchamendy		
Jaime Haas		
J. Hearsley		
250 NOV		
Mike Potchen		
Larry Froelich		
Rick Morrow		
175 EX		
Max Eddy	Pen	
Dyno Deano	Pen	
D.C. Williams	Yam	
175 JR		
J. Brown		
J. Wilson		
Randy Williams		
175 NOV		
John Tarrant		
Jim Graziano		
Jerry Jeors		
100 EX		
Charlie Hamill	Pen	
Darell Kelsey	—	
Robert Myers	Pen	
100 JR		

J. Knockeber	—
Mitch Payton	Hod
Dean Hart	—
100 NOV	Yam
Richard Buxter	—
Mike Kenney	—
OLD TIMERS EX	Yam
Al Drake	—
Bob McLaughlin	—
Bob Terrazas	—
OLD TIMERS JR	—
S. Pyle	—
Vern Darland	—
Suzuki Art	—
OLD TIMERS NOV	—
R. Keith	—
Dick Kline	—
Robert Seccombel	—
POWDER PUFF	—
Dawn Grant	—

OCIR-HSMX
East Irvine, Cal.
Sept. 20, 1975

100 BEG		
Orlan Moore	HB	
Mike Gelger	HB	
Phil Wulff	Edi	
100 JR		
Jeff Bradshaw	D.H.	
Glen Wells	Edi	
MINIS		
Russell Rigby	Sad	
Neil Scott	E.T.	
Leilani Loncarevich	Sad	
125 EX		
Phil Tignor	Pac	
Tom Garvis	Bel	
Rick Kelley	Edi	
250 EX		
Tom Cross	M.V.	
Mark Taylor	E.T.	
Garry Faulks	Pac	
125 BEG DIV I		
Doug Pifer	Sad	
Arthur Shoji	Sad	
Mark Allen	Edi	
125 BEG DIV II		
Bob McGuire	Pac	
Dave Larson	Pac	
Eddie Eschner	Ana	
125 JR		
Jim Montgomery	Edi	
Matt Oliver	LaH	
Mike Carpenter	Bel	
250 BEG DIV I		
Dennis Kunkel	H.B.	
Jeff Travis	Wes	
Jeff Mathews	Est	
250 BEG DIV II		
Charles Dupont	Ana	
Russell Williams	Pac	
Jeff Jones	LaH	
250 JR		
Stephen Pigage	Edi	
Guy Moore	H.B.	
Guy Olson	M.V.	
OPEN JR		
Dale Eppard	E.T.	
Ron O'Reilly	M.V.	

OCIR MX
East Irvine, Cal.
Sept. 19, 1975
By John Bethae

MINI JR		
Trace Willis	Hon	
Craig McKee	Yam	
Chris Johnson	Hon	
MINI BEG		
Peter Jameson	Hon	
Mark Murrel	Hon	
MINI EX		
Bryan Jordan	Yam	
100 JR		
Jeff Miebach	Suz	
Gary Fregoso	Suz	
Larry Pockett	Yam	
125 BEG		
Darcy Johnson	Hon	
Gelnn Young	Hon	
Mike Sittton	Yam	
125 JR		
Dan Schloesser	Hon	
Bob Light	Hon	
Steve Clark	Hon	
125 INT		
Mike Raines	Hon	
Mark Marriott	Hon	
J.N. Elledge	Bul	
125 PROS		
Paul Schones	Hon	
Ray O'Brien	Hon	
Ken Morgan	Yam	
250 BEG		
Randy Loftis	Yam	
Dennis Kunkel	Hus	
Dennis O'Brien	Suz	
250 JR		
Guy Moore	Mai	
Dave Schloesser	Suz	
Randy Kendrick	Hus	
250 INT		
Mark Taylor	Kaw	
Alex Collins	Suz	
250 PRO		
Mike Stearns	Suz	
Ron Turner	C-A	
Mike McGown	Suz	
OPEN BEG		
Bert Wehr	Suz	
Robert McGowan	Kaw	
OPEN JR		
Roger Hendricks	Kaw	
OPEN INT		
Conrad Weber	Mai	

Jim Turner	Yam
Bill Emery	Suz
SR MENS	
Phil Black	Kaw
Dennis Sellers	KTM
John Campbell	Mai

AMA Nat'l. Enduro
Unofficial Results
Odessa, Texas
Sept. 7, 1975

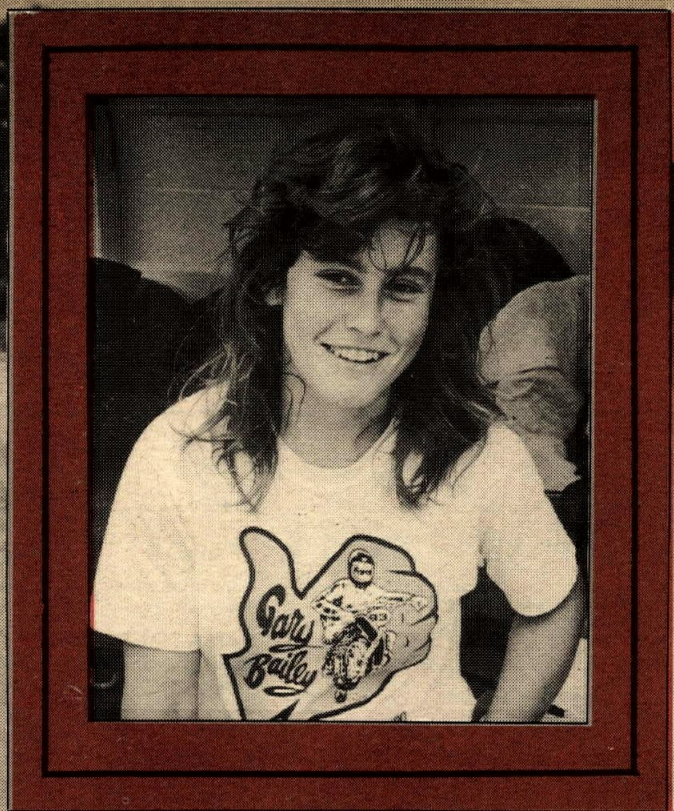
Charles White	250 Pen
Ronald Brady	Op Rok
Mike Tow	175 Hon
Milton Wendrock	175 Her
Don Sanford	175 Hon
Vern Street	250 Pen
Don Engelling	175 Pen
Mike Lewis	125 Pen
Joe Dixon	100 Hod
Gene Kyson	175 C-A

AMA National
Enduro Standings
(Unofficial)
Sept. 7, 1975

1. Dick Burleson	200
2. Jim Fortune	80
3. Skip Olsen	63
4. Ron Bohn	58
5. Tom Penton	50
6. Ben Bower	45
7. George Hendrix	30
7. Jim Loso	30
7. James Slack	30
7. Charles White	30

AME Motocross
Valencia, Cal.
Sept. 14, 1975
By Dick Wright

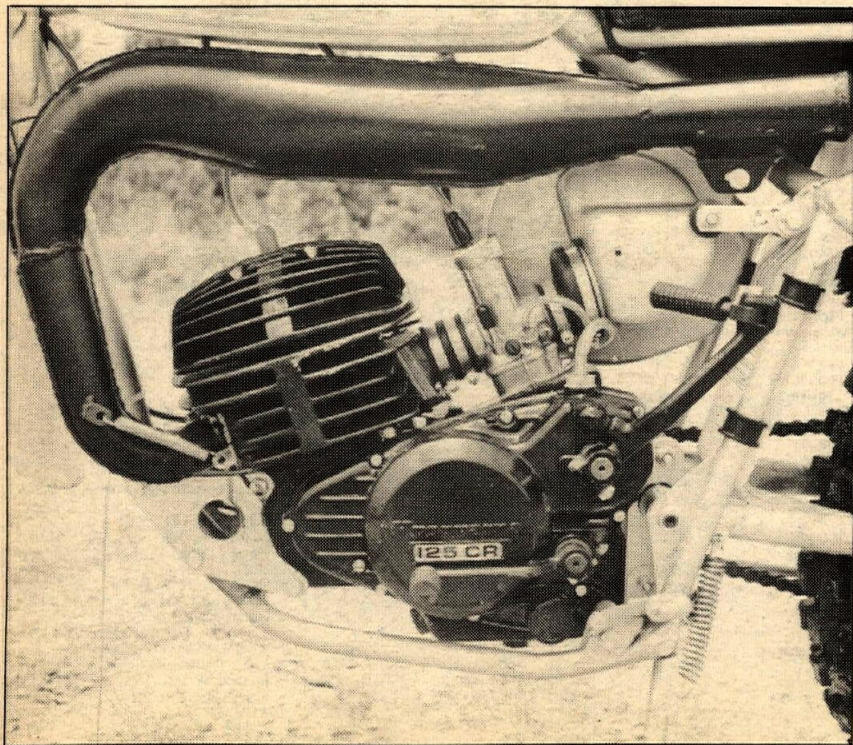
MINI EX	
J. Holley	Hon
A. Whiting	Yam
T. Hubert	Hon
MINI JR	
B. Parks	Hon
S. Sorelsa	YZ
J. Johnson	Hon
MINI- 110	
S. Boek	Pow
250 EX	
E. Cole	Bul
B. Holcomb	Bul
G. Hymes	KTM
250 INT	
J. Coffey	Bul
D. Renno	Hus
J. Roberts	Bul
250 JR DIV II	
B. McLeod	Bul
B. Tomaw	Bul
D. Labroe	Hon
250 JR DIV I	
M. Harnacker	Hon
B. Turney	Suz
T. Watkins	Mai
250 BEG	
M. Heller	Hon
J. Phelps	Yam
B. James	Bul
500 EX	
R. McAfee	Bul
J. Blix	Bul
D. Haugh	Mai
550 INT	
Mike Renno	Hus
K. Smith	Yam
OLD TIMERS	
Bob Millner	Hus
Don Mac Donald	Hus
Phil Komenehuck	Yam
500 JR	
Fred Walther	Hus
Allen Pennington	Bul
C. Beck	Suz
500 BEG	
L. Grice	Yam
125 EX	
Tim Lunde	Hon
Mike Pillar	Hon
Nich Hale	Suz
125 INT	
Jerry Shore	Hon
Bob Ramsey	YZ
Tim Locey	YZ
125 JR I	
Terry Ducker	Hon
Jon Williams	Hon
Greg MacMillian	Hon
125 BEG I	
Mike Grafnar	Kaw
Eddie Armstrong	Kaw
Kevin Lewis	Suz
125 BEG II	
Mark Nation	Hon
Paul Lane	Yam
Scott Morgan	Hon
POWDER PUFF	
Rhe Glielmi	Hon
Penny Miller	Yam
Carman Richenberg	—
100 BEG	
Don Millner	Suz
Bruce Ross	Hod
Cary Bruchmer	—
100 JR	
Doug Martin	Hod
Danny Westergard	Suz
Tony Gomez	Yam
100 INT	
John Whelchel	Suz



125 CR HUSQVARNA



*A neat little fox
in grand prix clothing*



By Jim Gianatsis

There are two different ways for a factory to build a new 125cc motocross bike. If you're a big Japanese company like Honda,

Yamaha or Suzuki, you'll design a completely new motorcycle from the ground up. It will be smaller and much lighter than the other bikes in the company's lineup, and its dimensions will fit perfectly the 14 to 18 year old age group the bike is intended to sell to.

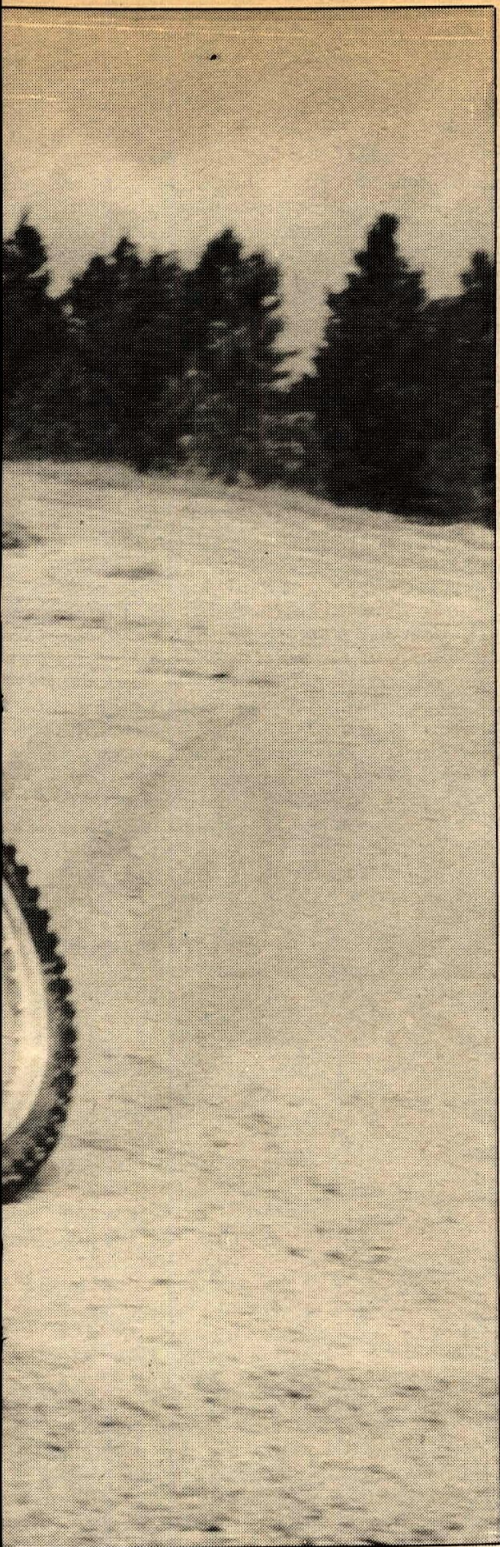
On the other hand, if you're a smaller European manufacturer like Bultaco or Husqvarna, you know that your sales volume is smaller than the Japanese companies. The only way to build a new 125cc motocrosser is to use as many existing parts as possible from other bikes in your lineup. The result might sound like a bike too full of compromises to be competitive, but not if the parts come from other models which have the reputation already for being lightweight rocketships that handle.

Case in point is the new Husqvarna 125 CR. It's a little bike motor in a big bike frame, yet it tips the scales at less than 200 pounds. It's not the lightest bike in its class, but it's not anchor bait either. Where the new 125 CR really comes on strong, though, is in the handling department. It handles so well

that it almost makes its big brothers the 175/250/360 GP Huskys seem awkward, and awkward certainly isn't the right word to describe the winningest production bikes on the National and International circuit. Presently, Mike Kessler has one of the new 125 CR Huskys in 3rd place in the 125cc National Points Standings behind factory riders Marty Smith and Bruce McDougal on their trick Hondas and Yamahas. Mike's Husky isn't even ported. . . he runs it box stock in the toughest class of highly modified trick stuff going.

Our test bike came to us courtesy of Gary Jones (no, not that Gary Jones) and his shop, Cycle Shack in Picayune, Mississippi. The only modifications Gary made to the bike when he prepared it for Cycle News were to replace the 160 Bing main jet with a 150, and put 160cc of regular 30 weight non-detergent motor oil in each of the Husky's front forks. Gary explained that the lighter 125 CR works better with less oil in the forks than the larger Huskys which need 200cc of oil in each fork leg. He was right, as we soon discovered.

Gina Prichard, one of the fastest



woman racers in the Southeast, came along to help us with the test. Gina races a 175 GP Husky of her own with a little help from Cycle Shack. Both of us honestly expected the new 125 GP to be kind of a nicely underpowered turkey because without a lot of power, we just didn't expect that big bike cantilever frame to handle very well.

It surprised us both, because the little 125 CR handled much better than larger displacement Huskys. The front forks, the rear gas Girling shocks with their softer rate springs, and the lighter weight all combined to make the bike feel like we could do anything on it and not fall off.

Gina was really excited - "It feels so much lighter than my 175. I can really throw it down more in the turns. The shocks are really nice...not too stiff for me. I had trouble getting my 175 set up right for my 115 pound weight, but this is just perfect. The brakes are real good, especially the back. It hardly takes any pressure at all to get it stopped, and yet you have good feel."

I was just as turned on. Even with my 155 pound weight, the little 125 CR blasted across rough whoop-dees better than my 360. I tried to get the rear of the bike to come around on me a couple of times by landing on the front wheel out of shape, but the bike would just keep tracking straight. When it comes time to turn, the bike is so light that you can just throw it where you want to go.

Tight turns were the only thing that really gave me trouble, because I didn't have the power I usually had to kick me out from a laid over position. The front end of the bike is so light, though, that

picking it back up is no problem at all with a little practice. Lowering the bike in the triple clamps would also help.

In stock form the new 125 CR reed valve engine is plenty quick, with its working range between 5,000 to 9,000 rpm. What's odd, is the fact that there's a lot of potential for modifying it to make it faster. The cylinder uses a four petal reed block from the magnesium engine bikes, but the piston isn't ported for the reed, only the cylinder. By putting some window ports in the piston, power would easily be increased throughout the rpm range.

The engine design is basically the aluminum 125 Husky engine that has been around for a couple of years now, but with the new reed valve cylinder and radial head. The side covers are changed, with the shift lever moved up to work better in the new frame. Gear changing for the close ratio six speed gearbox is short and precise. Ignition is provided by a Motoplat CDI unit which also contains a lighting coil so the bike can be made enduro legal.

Husqvarna will probably bring out a wide ratio 125 later on, but the CR version certainly felt like it could do double duty as a woods bike just as it is. Right now, Penton/KTM is the only other company to offer a serious dual purpose race bike for the 125cc class.

Other than the redesigned 125 CR engine with its new gearbox ratios, updated changes include a 32mm Bing carb which breathes through the same magnesium airbox with Twin Air Filter that the bigger Huskys have. Gina described the power as, "Not at all pipey...not at all like the Japanese bikes, and the Elsinore in particular. The engine won't load up. The powerband is very smooth." Even when we fell off the bike, it would keep running on its side.

Details include new opaque type works fenders on both ends. Wheels are shoulderless Akronts inside of 3.00 x 21 inch and 4.00 x 18 inch Trelleborg knobs. Front forks for the 125 are no longer Betors, but the excellent 7.5 inch travel Husky forks with new double caged roller bearings in the steering head. The new exhaust system is super light and in no way interferes with your leg, but it could be quieter. There's even a kill button. Other than perhaps a set of your favorite handlebar grips, there's nothing on the bike that has to be changed.

The new 125 CR will fit the needs of a lot of riders who just can't get along with the Japanese 125s because the bikes are too small and their power isn't easy to control. With the Husky, everything is almost too easy. It is definitely one of the best handling bikes in the world, and it covers up for you when you make a mistake. Nothing radical ever happens on it. Power wise, the bike is competitive as is, but if you need more you can get it without having to spend any money for trick parts. If you're looking for a full size bike, you should consider the Husky 125 CR. ●

Specifications

Engine: Single cylinder 2-stroke
Displacement: 124cc
Bore & Stroke: 55mm x 52mm
Compression ratio: 13.5
Power transmission: 6-speed motocross gearbox
Clutch: 5-disc light alloy
Chain: 5/8" x 1/4"
Gear ratios: 1st 30.3 2nd 22.8 3rd 18.1 4th 15.3 5th 12.9 6th 11.4
Fuel system: Gas/oil mixture 1:25 (4%)
Fuel capacity: 2 US gal (7.6 lit.)
Tank color: Yellow
Carburetor: Bing 32mm central float
Electrical: Motoplat CDI
Frame: Swedish chrome-moly tubing
Rear suspension: GP-type, heat treated swingarm in rubber bushings. Girling gas-charged shocks.
Travel: 7.5" (190mm)
Front fork: Husqvarna-telescopic with GP-damping system.
Travel: 7.5" (190mm)
Wheels/tires/brakes:
Front: 3.00 x 21" — 120mm brakes Ø
Rear: 4.00 x 18" — 120mm brakes Ø
Rims: Akront light alloy
Tires: Trelleborg
Dimensions:
Width across handlebars: 900mm (35")
Height at saddle: 800mm (31")
Ground clearance: 250mm (10")
Wheelbase: 1420mm (56")
Weight: Approx. 89.5 kg (197 lbs)

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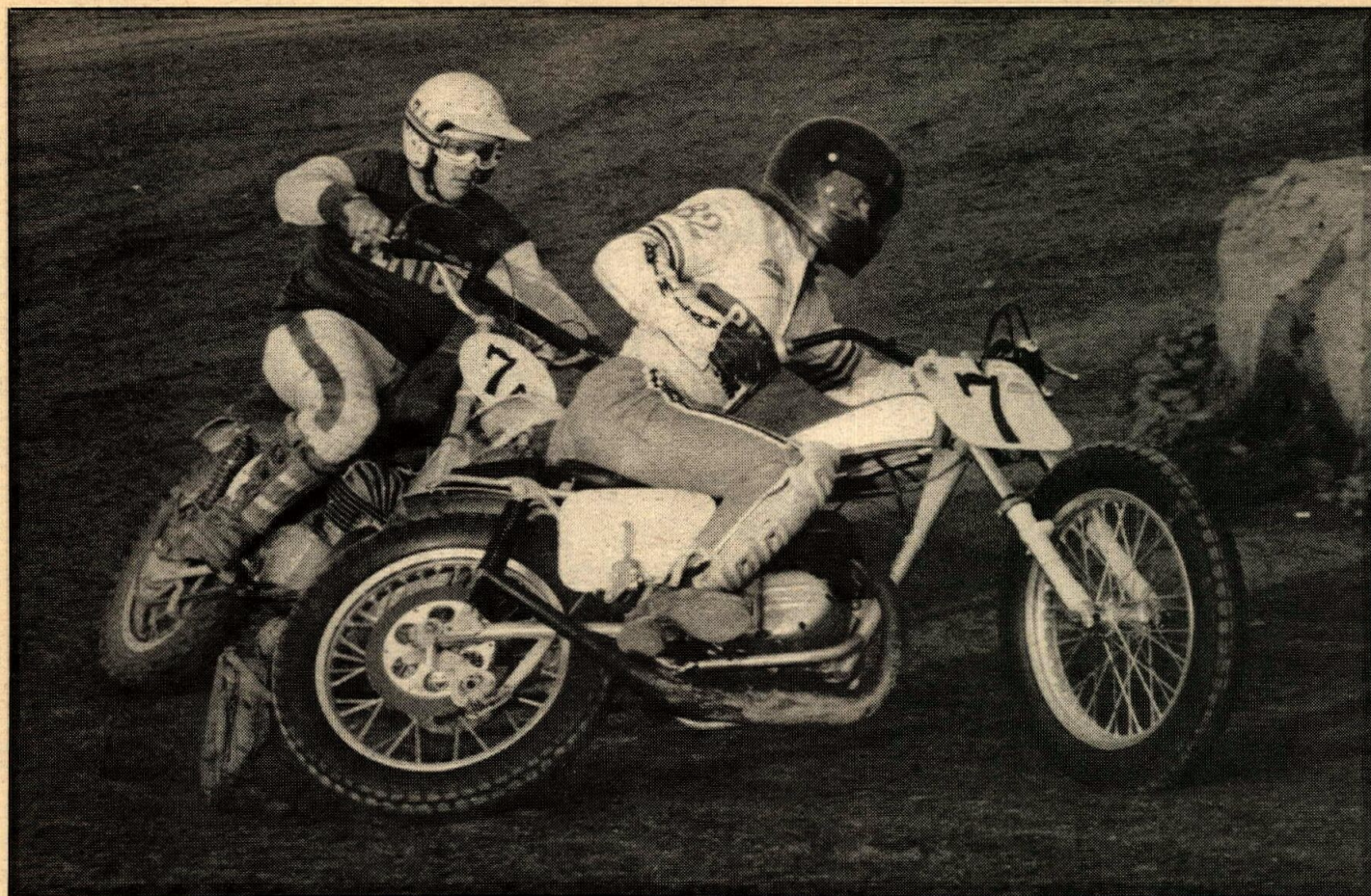
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Eddie San Roman (7) tries out some fancy footwork, or is it a new footbrake?

(Continued from page 22)

AME MX at the Dunes

VALENCIA, CAL., SEPT. 14

AME, running the International Course backwards, had 67 Expert riders entered in various classes making up some dynamite racing. Running the course backwards meant it was anyone's race; nobody had the thing wired.

The 250 Experts were first to try their luck on the new course. At the drop of the green flag riders hit the first turn on the freshly watered track and the mud started really flying. Three riders went down and Will Harper grabbed the lead, holding for two laps until Eddie Cole, on his hot Steve's tuned Bultaco, took the inside line on a tight turn and closed the door on Harper. As Harper was left fighting off Bryer Holcomb (Bul) and Gary Hymes (KTM), Cole was building up a big lead and at the end of the 12 lap moto, took it with ease.

Hymes grabbed the lead of moto two and was again passed by Cole on the third lap, moving along to take the win. Hymes maintained his solid second all the way while Holcomb moved up to give chase to the leaders. At the end of the day it was Eddie Cole taking the overall win, Bryer Holcomb second and Gary Hymes third.

Russ McAfee (Bul) was the big man in the 500 Expert class. In the first moto, after holding the lead for three laps, he was passed by Dave Haugh (Mai), but as the moto ran on, McAfee regained the lead and received the checkered flag. McAfee again moved up to first spot in moto two with Jeff Blix (Bul) pushing hard for the first half of the moto. Blix fell off the pace in the closing laps allowing McAfee to take the win, and the overall.

Tim Lunde really had his program together in the 125 Expert class, taking the lead early in both motos, holding it all the way, for a very solid ride on his hot Honda. Mike Pillar (Hon) took second, and Nick Hale (Suz) was a threat to the leaders, but had to settle for third overall.

The Over The Hill Gang showed up with about a 50 man team and had a

real ball. Bob Milner was top man on his Husky with Don McDonald (Hus) taking second spot.

The girls had a good turnout with Rhe Glielmi (Hon) taking the top spot in the Powder Puff class.

Results in Results Section.

Kawasakis take over Corona

By Elaine Jones

CORONA, CAL., SEPT. 10

It looked like St. Patrick's Day in the 125 Novice class and green was definitely in. Clifford Mathews scored a double win on both the half mile and short track, followed very closely by C.H. Motorcycles teammate Terry McCleery. Third on the half mile was David Hamilton. All three were mounted on Kawasaki KX 125s and the fearsome threesome literally blew the doors off the rest of the field. On the short track R. Pfetzing (Yam) was third. The 100 Novice short track saw another Kawasaki victorious with Steve Karsten at the helm.

Mike Tidwell's Yamahas were running at full strength, winning almost everything in sight, collecting four firsts and two seconds for a busy evening. The 125 Amateur/Expert short track and the 125 Expert half mile were the first to fall. Wayne Rainey, who has been disputing the crown worn for so long by Tidwell, won the semi leading start to finish. The victory was short and sweet. Mike came off the line first and never looked back. Wayne was close enough to reach out and bite Mike, which is about the only thing he didn't try, in an effort to get around him. Third place went to Don Tortorelli, riding for the first time as an Amateur, proving he will be a contender in weeks to come. On the half mile it was again Rainey taking bridesmaid honors with Troy Fisher who hasn't made the scene in a long time, third.

Mike was back again for the 250 Amateur/Expert short track running away from Mike Minnig who had beaten him last week. Greg Zehner was in for third, getting more aggressive every week.

The 250 half mile Twin was Tidwell's fourth win and the wildest race of the

evening. Don Waffle, leading the race with a good edge, did a spectacular get-off on lap four, diving into turn three where all of a sudden he found himself racing his bike for the wall. Tidwell took over the lead with Tom Mohr second and Rick Bird third.

In the 250 Expert Single half mile, Dorothy Rowe grabbed the lead off the line and held it until lap three when Mike Minnig took over. Mike hung in there with Tidwell back in third making his pass at the same time to take over second. Greg Zehner, not one to be left out of anything, got by Dorothy on lap five to end up with third.

Mike Minnig posted another victory in the Open Expert half mile with Tidwell coming from way off the pace, laying back around fourth, until lap three when he finally found an opening and got through. Tom Mohr was third.

In the 750 Open Expert class, Jim Wright was not to be denied leading from start to finish. Second place Denny Aguirre (350 Kaw) didn't have enough beans to run with Jim's bike but he was closer than most people expected and ahead of other 750s.

Bob Graves took his big Yamaha to the front and kept it there in the Open Amateur half mile. Steve Miller and Denny Aguirre were second and third. Keeping things a family affair, Bob Graves, Sr. collected the first trophy of his racing career when he finished second to Jess King in the 250 Novice II half mile. David Mayfield was third. Cliff Whetstone took Division I and is looking more like Amateur material every week. Brian Theunisses and Mike Geraghty rounded out the field.

Results in Results Section.

Elsinore TT

By Andi Gangewer

ELSINORE, CAL., AUG. 30

Martin Wythoff was the first mini across the line in moto one for the Novice class, with Tommy Walton right behind giving Wythoff a real run for the money. Kevin Wagner was third to cross the finish line. The second moto brought a change in the top finishers. Walton and Wagner were the two front runners and both were riding hard for the front position, but when the checkered came out it was Walton in

first. Bobby Garabedian followed at a distant third. The last moto brought on still another first place rider. It was Kevin Wagner out first to gain a strong lead over the rest of the mighty minis. The real race this time was for second place, with Chris Bridges and Tommy Walton fighting it out. Chris was able to hold out for second, and the trophy was awarded to Kevin Wagner with Tommy Walton (Yam) second and Martin Wythoff (Yam) third overall.

Noel Hughes (Yam) took the trophy in the 100 Beginner class. Noel, riding with us often, finally came out on top, taking the win in all three motos. Steve Karsten was the second man overall, riding hard to bring in a third and two seconds. Yamaha mounted Gene Chandler took second in moto one, working up from last off the line to third in the second race. Karsten placed second and Chandler was able to hang on to third overall.

The "Gripster Specials" were out again on the Elsinore TT course with Arthur Junker (Yam) dominating the class. Junker, widening his lead with each lap, was a half-a-lap ahead of everyone else at the checkered. Mike Boyle (Yam) was next to follow Junker, leaving third to lonely Bul rider Bob Schoenbaum. The next moto was a carbon copy of the first with Junker blasting off, closing quickly by the end, close to lapping the riders at the rear of the pack. Boyle again followed Junker's Yam with one of his own to take second again. The last go 'round, Arthur had to work a little for his win. Boyle took off after Junker, but by the time he got close enough to overtake him, the race was all over. The overall finish was a repeat of all motos with Junker first then Boyle and third Schoenbaum.

Two sweepstake races were run, one for smaller bikes and then the biggies. Chris Cannon, superstar mini-biker, took the crew by surprise as he held his first spot all four laps and picked up an Elsinore Raceway T-Shirt for outrunning the other minis, 100s and 125s. The big bike class was conquered by Steve Fortune. Steve was pushed hard by Eddie Beeson but held onto his lead all the way looking like another Chris Cannon.

Results in Results Section.

Steve Bast registers sweep of mains at Inland

SAN BERNARDINO, CAL., SEPT. 17

Steve Bast hurled a near perfecto at his rivals, losing only his initial handicap heat race before electrifying the crowd with five straight wins. Starting from the 40 yard marker, Bast proved an easy winner in each handicap event, besting a star-studded field which included Sonny Nutter, Scott Sivadge, Dubb Ferrell, Larry Shaw and Jim Fishback in the main. All participants were either 30 or 40 yarders.

The scratch finale resembled a partial carbon copy of the handicap with Bast, Nutter, Sivadge and Ferrell going to the line. Bast, once again, got the gate and held Sivadge safe throughout, with Dubb Ferrell a close-up third in front of Nutter.

The Main event sweep was the first ever at Inland Speedway.

Randy Marsh, penalized for a rolling start for the second time in three weeks in the Handicap Consolation, once again emerged victorious with a furious come-from-behind win over Jim Gresham. The margin of victory was the width of a spoke. "Wild" Bill Cody captured the Scratch Consolation, with Fishback, Shaw and Mark Cherry behind him.

Stu Egli came out on top in the Second Division Main battle, with Paul Belisle proving best over his five Division III rivals.

Results in Results Section.

MANUEL BURTON

AMC 125 Intermediate action at OCIR

By Ernest Coleman

EAST IRVINE, CAL., SEPT. 10

Cary Stophel (Hon) took the overall win in 125 Intermediate action with some of the most mixed up racing of the night. In the first moto Mark Marriott (Hon) and Jonny Clopton (Hon) shot out of the gate at the same time, with Mike Raines (Yam) and Ken Morgan (Yam) right behind. On the third lap, Clopton lost his chain, putting him out of the moto, giving the lead to Marriott and Raines, with Morgan in third. Morgan tried to move up but Raines wouldn't open the door. At this point, Rodney Davidson (Kaw) passed Morgan and tried to get by Raines, but he couldn't quite make it. At the end of moto one, it was Marriott, Raines, and Davidson with Morgan in fourth.

The second moto saw three new riders come into the picture. As the gate went down, Cary Stophel (Hon) who had taken eighth in the last moto, shot out of the gate like his bike was on fire, with Pat Delligatta (Hon), Robert Hersinger (Kaw) and Pat Nash (Hon) breathing down his neck. Stophel turned on the gas going into the second lap, leaving the three fighting it out for second. It was a three man race to the finish, with Stophel out front, Morgan in second and Delligatta right on his back wheel in third.

The third moto, Clopton holed the gate with Hersinger close behind, Stophel in third. As the three men blasted into the third turn, three riders passed Clopton, giving the lead to Stophel, Hersinger taking over second, Morgan third, leaving Clopton in fourth. On the fourth lap Morgan went down, moving Clopton and Delligatta up, and it was Stophel, Hersinger, Delligatta and Clopton at the finish. The count looked like this, Stophel eight-one-one for the overall win, Delligatta five-three-eight for second, Hersinger seven-five-two for third and Morgan with four-two-nine. •

Results in Results Section.

CRC DeAnza super series Part II

By Gus

SUNNYMEAD, CAL., SEPT. 14

Greg Stone (Yam) had his hands full today, riding a new track against a full house of riders in the 250 Novice class. Despite all this, he still won all three motos easily. Larry Minor (Mai) and John Mitchell (Bul) were tied for second going into the last moto. Both were riding WFO until they played the tango, eating a lot of dirt. They quickly regained their composure and continued their battle right to the checkered flag, with Minor taking second spot only inches ahead of Mitchell, who had to settle for third overall.

The Expert and Intermediate classes were bulging at the seams today with the 125s charging off to battle first. Floyd Burk, Jr. (Yam) ran away with the Expert class, winning both motos handily. Behind Burk, Mark Lawrence (Yam) and Pete Hillebrecht (Hon) were only one point apart going into the second and final moto, but it was Lawrence going all the way to take second place cash. Hillebrecht was being pressured hard by Keith Patten going into the final laps, but Patten retired with scooter problems leaving Hillebrecht with third place cash.

The 125 Intermediate race was another close go. Clint Carman (Hon) took the first moto with a lot of

PHOTO BY NATE JACKSON



So we only run pics of the Pros huh? This is Henry Sorcelli (115), taking 5th in 125 Beginner class at 395 MX, so there.

pressure from Gary Scheidler (Yam). Second moto action saw Scheidler take the holed shot and put his Yammie into the lead for the entire moto, to win the class. Carman rode to second in the moto and second overall. Steve Sparks moved into third in the final moto, with a three-four tally for the day.

In the 125 Novice class it was Honda mounted Marty Smith, taking the win, ahead of Dwight Wilkinson and Tim Hoole, both on Yamahas. •

Results in Results Section.

Brass, cash & pizza at 395 MX

By Phil Carpenter

ADELANTO, CAL., SEPT. 14

Bernie Unhassobiscay, (Hon) taking on 18 125 Beginners, carried home first place brass, plus a free pizza in the winner's drawings,

taking his win with two steady seconds and a first. 395 newcomer Danny East (Yam) took second place brass, but the real competition was between Henry Sorcelli, Mark Clark (Hon) and Rex Murdock with ties for the third spot. The 125 Novice was one-two all the way between Mike Prothro (Suz) and Charlie Mazzei (Suz) as Allen Hoover (Hon) grabbed it from Ken Willis on the last moto for third place brass.

When the green flag fell on the third moto of the 100 Novice race, Steven Byrd (Suz) and Sam Goldsmith (Suz) each had three points, but Sam gassed the screaming Suzuki to the finish with the hard-driving Byrd waiting for a mistake that never came. In 100 Beginner action, Jeff Hollie (Yam) creamed his competition while neighbors, Robert Land (Hod) and Jerome Ward (Suz), turned it on for second spot. Land had it in his pocket till his sick scooter sat down in the last lap of the last moto.

The 250 Novice go was a two-man duel between Steve Evans (Suz) and

John Lovett (Bul) while Honda mounted Dan Rucker swept the 250 Beginners for a graduation card to Novice. With scores tied, Mark Blavet (Yam) and Steven Scalzo (Hus) played checkers for second spot in the critical third moto of 250 Beginners action until Blavet took the lead in lap three.

The 250 Expert was one-two-three all the way with Tracy Walters (Yam) taking top honors. The Open Expert class was the closest of the day, with the top four riders having five points each as the starter waved them off on the third moto. Don Simonian's Maico took the lead, and first place cash, while Rick Larson (Mai) edged out Rich Barnes (Yam) on lap two for the second spot.

Kevin Bowman (Hon) picked up a graduation card to Novice and first place brass in Mini Beginner competition over hard-driving David Jeffrey (Hon) and David Smith. Allen Hopper (Hon) took Mini Novice honors, but it wasn't easy with neighbor Terry Wick (Hon) eating his tires. •

Results in Results Section.

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REGULARLY SCHEDULED EVENTS

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"On Any Sunday"

MOTOCROSS

Valley Cycle Park, Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. All classes, sil. req. 805/529-9546.

BICYCLE MX

Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry \$2.50, discount card avail. 714/998-5373, 998-3535.

MOTOCROSS

Rawhide Park, Hwy. 74, E. I. CANCELL C.A. 714/688-0611.

BICYCLE MX

Saddleback Park, Orange, CA. Power Stokers '75. Sign up at 11 am, 1st race 1 pm. 714/639-5832.

ESCAPE COUNTRY MX

Trabuco Cyn., Ca. San Diego Fwy., El Toro exit, E 13 mi. First Day thru Nov. Sign up 7:30 am, prac. 7:45-8:30, race 9. Memb. req. Ins. with memb. 714/586-7964.

MOTOCROSS

Eugene, Ore. I-5 to 126 West in Eugene, to Danebo. 11th & Danebo in Eugene. Prac. 10-11, race 11 am. Entry \$2 gate, \$3 ride. All classes, Beg/Nov/Ex. 33% trophies, 100% Pro p.b. 503/344-0140.

2nd Sunday

SRAC/BRRMC MX

Coal Creek Rcw., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy. 7. Entry \$6 Ex., \$4 all others. Cash to Ex. Trophies to rest. All classes, minis thru Open. Memb. req., \$15 per yr. Sign up 8 am, race 9. 303/443-0825.

TT SCRAMBLES

Sidewinder Speedway, Kingman, Az. 6mi. E of Kingman, Hwy. 66, access at Airport underpass. Start noon. Entry \$5. All classes mini thru Open. Sign up 10 am, 30% trophies. 602/753-6470.

1st & 3rd Sunday

CMC MX

Sand Hill Ranch. From Concord, Marsh Creek Rd., to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry \$8, \$15 Ex. 100% p.b. to Ex., 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C. Brentwood, CA 94513. 415/634-3328.

4th Sunday

SRAC/BRRMC

TT OR SHORT TRACK Coal Creek Rcw., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy. 7. Entry \$6 Ex., \$4 all others. Cash to Ex. Trophies to rest. All classes, minis thru Open. Memb. req. \$15 per yr. Sign up 8 am, race 11. 303/443-0825.

STREET RALLYE

POKER RUN June Ellen's Donut Shop, 4578 Van Nuys Blvd., Sherman Oaks, Ca. Runs 4-5 hrs, 110-150 mi. Pre entry deadline one week before event. Trophies, patches, year-end trophies. Entry \$7 (\$5 pre-entry). LTE, 5759 White Oak Ave., Encino, Ca 91316. 213/345-0475, 987-2566.

2nd, 3rd & 4th Sun.

ATLANTIS PARK

Atlantis Park, Garden Grove, Ca. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. \$4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

1st & 3rd Mondays

SIDE HACK ASSN MEETING

Samoa House, 15903 Ventura Blvd., Encino, Ca. Start 8:30 pm. Meet lots of people & have lots of fun. 213/784-1517.

Every Tuesday

MINI BIKE

RICHMOND RAMBLERS clubhouse, Pt. Richmond, Ca. Foot of Garrard Blvd. Start 8 pm. Rider entry \$2. All rider money pd. back. Contingency prizes. Bicycle race at intermission. 415/235-6505.

3rd Tuesday

M.O.R.E. MEETING

Orange County Chapter. Trask & Newhope St., Garden Grove, OCMC Clubhouse. Meetings start at 7:30 pm. 714/542-8964.

4th Tuesday

M.O.R.E. MEETING

San Fernando Chapter. 1523 Fifth St., San Fernando, CA. Meeting starts at 7:30 pm. 213/361-8530.

Every Wednesday

SEMI PRO

SHORT TRACK Fremont Raceway. New AMA Pilot Program. All classes "C" lic. holders can compete for 1/4 pt. advancement in 360 Ex. class, plus Dist. points & \$. Gates open 4 pm, prac. 5, race 7. Ex. \$5, Nov/Jr \$4. Watch \$3, kids 6-12 \$1. 415/327-4461.

CMC MOTOCROSS

Ascot Park, Gardena, Ca. Gate 4:30 pm, 6-7 pm first Jr. race. CANCELL \$6. Super prizes, Pro p.b. CMC lic. req.

H-M TT & ST

Corona Fwy., 91 Fwy. to Pierce off ramp, R to Magnolia, R to Buchanan. First race 7:30 pm, entry one class \$5, two \$8. 714/735-1705, 689-1913.

AMC NIGHT MX

Orange Cty. Intl. Rcw., Irvine, CA. 200% Pro p.b., 30% brass. Entry \$6, all classes. Non-memb. \$2 extra. \$3000 rider med. cov. Open 5 pm, race 7:30. 714/532-3923. Free rider gate.

MOTOCROSS

Indian Dunes, Valencia, Ca. 30% brass. Cash to Ex. \$5 CANCELL \$10 Ex. Non CANCELL add \$2. Sign up 6:30-7:30 pm, race 8. 213/830-7519.

SRA SPEEDWAY

Inland Motorcycle Speedway, 395 N to Orange Show Rd. E to Arrowhead Ave. 900 S Arrowhead Ave. Racing starts 8 pm. 213/446-0969, 884-4092.

CMC MOTOCROSS

South Bay Speedway summer series. Extra prizes & trophies. Ride new 1 mi. course, lots of sand. 200% p.b. to Pros. 30% trophies to Sptsmn. \$6 ride. 714/420-7414.

D-36 MINI

SHORT TRACK Washoe City. Fairgrounds, Reno, NV. Take Wells Ave., exit off I-80, turn L on Wells to Frnd. Sign up 6 pm, race 8. Entry \$3. D-36 & AMA cd. req. to race. Western States Racing Assn. Minis only. 702/323-6998.

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SRA SPEEDWAY

Santa Clara Fairgrounds, San Jose, CA. 1/6 mi. oval. Largest track in state. For info. Bob Barkhimer Assoc. Inc., 14 Camp Evers Lane, Scotts Valley, CA. 95066. 408/438-3210.

HSMX

O.C.I.R., Sand Canyon off ramp off I-5. Gate open 5 pm, race 7:30. PO Box 2455, Orange, CA 92669. 714/559-0580.

SRA SPEEDWAY

Irwindale Rcw., Irwindale, CA. 220 yd. oval. Complete Scratch & Handicap bracket with special Match races. Gate open 6:30 pm, race 8. 213/334-4949, 334-2413.

CMC MOTOCROSS

Portland International Rcw., Portland, Ore. Gate open 5 pm, sign up by 6:45, race 7. 100% p.b., 30% trophies. 503/285-7060.

R.A.C.E. MX

Corona Rcw., Corona, CA. Hwy. 91 to Magnolia or Pierce. Memb. not req. Prac. 6 pm, race 7. Entry \$4 memb., \$5 non-memb., PO Box 388, Corona, CA. 714/735-1705. 300% p.b.

CMC MOTOCROSS

Delta Park, Portland, Ore. Gate open 5 pm, sign up 5-6:30 pm, prac. 6, race 7. 100% Pro p.b. 30% trophies (6 per class). 503/285-6635.

Every Friday

TT SCRAMBLES

Lodi Cycle Bowl. Sign up 5:30-7:30 am, prac. 6-7:30. Class 1 traction. All classes. Entry \$3.50 CANCELL. Entry \$1.50. Race 8 pm. 5801 Morse Rd., Lodi, CA. 209/368-7182, 931-3722.

CMC NITE MX

South Bay Park Speedway, Chula Vista, CA. All new 3 mi. track. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry \$6. 200% p.b. to Pros. 30% trophies. J/L. Post entry only. \$3000 rider med. cov. 714/420-7414.

AME MOTOCROSS

Indian Dunes, Valencia, CA. Sign up 6-7:30, race 8. Entry \$5 Sptsmn., \$10 Ex. 100% p.b. to Ex. 30% trophy Sptsmn. \$3000 med. ins. AME lic. req. PO Box 1421, Reseda, CA 91335. 213/881-5778.

R.A.C.E. MX

Corona Rcw., Corona, CA. Hwy. 91 to Magnolia or Pierce. Memb. not req. Prac. 6 pm, race 7. Entry \$4 memb., \$5 non-memb. PO Box 388, Corona, CA. 714/735-1705.

CMC SEMI PRO TT

West Capitol Raceway, Sacramento, CA. Pits open 4:30-7:30 pm, prac. 6-7, race 7:30. Pit gate \$3, all riders \$2.50. 100% Ex. p.b. 30% trophies. All classes & minis. CMC lic. req. 916/481-4488, 371-3050.

OCIR MOTOCROSS

OCIR track, East Irvine, Ca. CMC, NMA, AMC cds. or OCIR lic. ok. \$6 post entry only. 200% p.b. to Pros. All classes inc. Beg & Sr. Mens. 714/552-1731.

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4:30 pm, sign up
4:30-6:30, prac.
5:30-6:30, race 7:30. Pit
entry \$4, inc. ins. All
classes, minis too.
American Canyon MC,
2750 Broadway, Vallejo,
CA. 94590. 707/644-0741.

SRAC CNS HALF-MILE
Erie, Colo. Take I-25
out of Denver, N 20 mi.,
follow "Speedway signs".
Start 8 pm. Entry \$6 Ex.,
\$4 others. Cash to Ex.,
trophies to others. SRAC
cd. req. 303/443-0825.

BICYCLE MX
Western Sports
A-RAMA on Lincoln
Btwn. Glassell & Batavia in
Orange. Lincoln turnoff W
on Newport Fwy; Glassell
turnoff S on Riverside
Fwy. No age limit. Start
6:30 pm, entry \$2.50.
Discount card avail.
714/998-6373, 998-3535.
SRA CLASS
A SPEEDWAY
Cal-Expo, Sacramento,
CA. I-80 to Cal-Expo
turnoff to 1600 Exposition
Blvd. Gate open 6:30 pm,
race 8:15. PO Box 694,
Glenn Ellen, CA.
707/996-0201.

SRA CLASS A
SPEEDWAY
Orange Cty. Fgnd.,
Costa Mesa, CA. Newport
Fwy. to Fair Dr., R to
Fairgrounds. Gate open
6:30 pm, race 8:15. PO
Box 334, San Clemente,
CA. 92672. 714/492-9933.

AMA MOTOCROSS
Puyallup Rcw. Pk. Take
Puyallup exit off I-5, then
take Meridian exit. Track is
at 159th & Meridian. Gate
open 5 pm. Entry \$5.50,
Pros \$8. PO Box 506,
Kent, Wash. 98031.
706/631-1550.

CMC NITE MX
Irwindale Raceway,
Irwindale, CA. Gate open
4:30-6:30 pm, prac. 6-7,
race 7:30. Entry \$6 inc.
admission. No gate fee for
riders. Spec. \$3 adults, \$2
13-16 yrs., \$1 8-12 yrs.
Under 8 free. \$3000 rider
med. cov. Post entry only.
714/557-3323.

AMA PRO
HALF-MILE
Ascot Park, Gardena,
CA. 18300 Vermont,
Gardena, CA. 90247.
Racing starts at 8pm.
213/321-1610, 323-9710.

2nd & 4th Fridays

SHORT TRACK
Indian Dunes, Valencia,
CA. Minis-360cc. Class "C".
traction. All new facilities.
Tech. Insp. 7:30 pm, prac.
8, race 8:30 pm. Money to
Ex. 213/540-2351.

Every Saturday

SPEEDWAY
Kern Cty. Fairgrounds,
Bakersfield, CA. New track
surface. "Purple Helmet
Match Races" back again.
More money to riders. Full
Div. I & II prog. Runs thru.
Sept. 805/324-9701.

D-36 INDOOR ST
Championship Series.
Sonoma Cty. Fairgrounds,
Santa Rosa, CA.
Sportsman & Semi Pro.
Entry \$5.50. 100% p.b.
less 50 cents ins. fee. Spec.
\$2.50. Quiet mof. req.

NAPA SPEEDWAY
Town & Country
Fairgrounds, corner 3rd &
Silverado Trail. Racing
starts 8 pm, adm. \$3,
students \$2, 6-11 \$5.7,
under 6 free.

MOTOCROSS
Escape Country,
Trabuco Cyn., CA. San
Diego Fwy. El Toro exit,
E 13 mi. First day thru
Open classes. Memb. req.
Open 7 am, race 9.
714/586-7964.

BMX
Saddleback Park,
Orange, CA. American
Bicycle Assoc. Sign up 11
am, 1st race 1 pm.
714/639-5832, 597-0478.

B.O.S.S. CMC
SEMI PRO MX
Helvetia Park, CA.
Harbor Blvd. 5 mi. along
Sacto River. Gate open
6:30 am, race 9. Entry
Sptsmn. \$8, Pros \$15. 30%
trophies. 100% p.b.
916/362-2796.

TT SCRAMBLES
Elsinore Rcw.,
Elsinore, CA. Hwy. 71 &
Lugona Ave. Ride/watch
\$3/\$1.50. Sil. req. Camp
free & prac. Sunday \$1.50.
Sign up 6, race 8.
714/826-2386, 674-5383.

BICYCLE MX
Valley Cycle Park,
Moorepark, CA. Sign up 9
am, start 10.
805/529-9546.

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the

person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

MOTOCROSS
De Anza Park, E of
Riverside, CA on Hwy. 60,
Theodore exit. Sign up
7:30 am, race 9. \$5 all
classes. 714/653-2633,
735-1301.

D-36 MOTOCROSS
Live Oak Raceway, 9
mi. N of Yuba City on
Hwy. 99-signs to track
from stop light. Sign up 4
pm. prac. 4:30-6, race
6:30. \$7 post entry, \$5
mail. All classes. Live Oak
Racing Assn. 541 Main St.,
Yuba City, CA. 95991.
916/673-1090, 673-7767.

R.A.C.E. BMX
Bicycle MX, Corona
Raceway, PO Box 388,
Corona, CA. 91720. Open
9 am, race 10. Entry \$1.
18 different classes. 30%
trophies same day, fin.
ribbons. 714/735-1705,
689-1913.

SPEEDWAY &
PRO SHORT TRACK
Rains Raceway,
Colorado Springs, Colo.
I-25 to Colo. Springs, Hwy.
24 E to Powers Blvd. R on
Powers. Entry \$7.
303/473-6324.

SPTSMN SHORT TRACK
Cyclenland Speedway. 14
mi. S of Chico at Hwy. 99
E & Gate Shippee Rd. Sign
up 5:30-7 pm, prac. 7, race
8 pm. Entry \$2.50 ride or
watch. \$2 extra for riders
entry. All classes thru
350cc. 916/342-9302.

PERRIS NITE TT
Perris Rcw., Perris, CA.
Gate open 5 pm, race 7.
Entry \$3 plus gate fee.
Under 18 yrs. must have
notary cd. on file to ride.
PO Box 371, Perris, CA.
92370. 714/657-3678.

S.A.M. MOTOCROSS
Saddleback Park, Irvine,
CA. Post entry only. Gate
open 7:30 am, prac.
8-8:30, race 9. Entry \$7
Sptsmn, \$12 Pro. Pro/Int
2-40 min. motos. Sptsmn.
3-20 min. motos. Cash to
Pros, 30% brass. No memb.
req. 714/639-5832.

1st & 3rd Saturdays

TT & HALF-MILE
395 Cycle Park. No
memb. req. Night racing.
Sign up 6-7 pm, race 7:30.
Sil. req. 25% brass same
day. Gate \$2 over 12.
Entry \$3 each class.
Customer camping free.
Hwy. 395, Adelanto, CA.
Sun. morn. prac. \$1 per
person. 714/246-6109.

2nd & 4th Saturday

MOTOCROSS
Carlsbad, Ca. Jr/Int \$6,
Ex. \$10. 100% p.b., 30%
trophies. Gate open 8am,
races over 2pm. Long
motos. No memb. req.
Husquarna. Gate \$2.50
riders. 4729-3492.

September 24

BLM ADVISORY BD
MEETING
Cal-Pines Lodge, Altura,
CA. 8am. To review field
trip, adopt resolutions &
accept public comment.
Open to public.

D-36 SHORT TRACK
Fremont Rcw.,
Fremont, CA. Sportsman.
All classes & Minis. \$4
ride/pit, \$3 watch, \$1 kids.
Open 4 pm, prac. 5, race 7.
Leathers, sil., kill button
req. 415/327-4461.

September 25

RAND CLEANUP
Rand open area near
California City, Ca. Hwy.
14 or 395 to Cal. City,
follow signs from Golf
Course. Sponsored by
AMA, MORE, CORVA &
BLM. Sat. work day with
several volunteer projects.
Sat. night movies, dealer
displays. Sun. fun day.
Nature walk for kids, 4 x 4
& MC poker rallies for
adults & families.
805/861-4191.

September 26

GOLDEN WEST
INVITATIONAL
Half-mile, Ascot Park,
Gardena, Ca. Top 25
Jr/Nov in nation
competing against Ascot's
top riders. 213/321-1610,
323-9710.

INDOOR MC
SWAP MEET
Orange Cty.
Fairgrounds, Costa Mesa,
CA. 6 pm-midnight. Buyers
fee \$1. Sellers spaces \$10.
Reservations by mail. Inter
Shows, PO Box 334, San
Clemente, CA 92672.
714/639-7440, 492-9938.

SHORT TRACK
Petaluma Fairgrounds
Speedway. Hwy. 101 to
Washington turn off. Sign
up 5-7 pm, prac. 6-7, race
7:30. Ex. \$7, trophy rider
\$2, watch \$2.50 6-12 \$1,
under 5 free. 100% p.b. All
classes. 707/762-8581.

SRA DIV II SPEEDWAY
CAL ST CHAMPIONSHIP
Kings, Dist. Fairgrnds.
Hanford, Ca. 8 pm. 1st
Annual Div. II
Championship.
Championship format
program. Northern, Central
& Southern stars.
Speedway Central.
2 1 3 / 5 8 9 - 5 0 5 8,
209/683-7730.

September 27-28

9th ANNUAL
REDWOOD TOUR
Mountain Home Ranch,
3400 Mtn. Home Ranch
Rd., Calistoga, CA. 94516.
Mail entry \$4 by Sep. 22.
Post entry \$4.50 by Sep.
27. App. to Napa Valley
Travelers, 5468 St. Helena
Wy., Napa, CA. 94558.
707/224-6167, 255-7169.

MCRA ROAD RACE
Mid-America Rcw.,
Wentzville, MO. All classes
& sidecars. Prac. Sat., time
trials & race on Sun. 8:30
am both days. Midwest
Cafe Assn., PO Box 886,
Florissant, MO 63033.
314/968-4144.

ERA ROAD RACE
Pocono Int. Rcw.,
Long Pond, PA. AMA Pros
& ERA racers in Pro-Am
event. Wheelie contest,
barbecue & free camping.
Pro go for cash, Am
trophies. ERA, 1742
Addison St., Phila. PA.
215/732-2128.

September 27

D-36
SHORT TRACK
Chris Beck Arena,
Sonoma Cty. Fairgrounds.
All classes & sizes, no
minis. Sil. req. Pits \$3.50.
707/546-3903, 823-7571.

AMA CAMEL
PRO NATIONAL
Half-Mile, Ascot Park,
Gardena, Ca. 18300
Vermont, Gardena, Ca.
90247. Racing at 8pm. Call
for ticket info.
213/321-1610, 323-9710.

D-36 SEMI PRO
SHORT TRACK
Reno City, Frngds,
Reno, NV. 100cc-360cc.
Entry N/A \$2.50 3 \$1.50
for ins., \$4 all pits. Ex only
\$5 per bike, 100% p.b. 4
\$1.50 for ins. No minis, sil
req. Sign up 3-5:30 pm,
prac. 4:30-5:30, race 6.
Western States Racing
Assn. PO Box 7244, Reno,
NV. 89502. 702/323-4589.

S.A.M. HSMX
OCIR Track, Irvine,
Cal., start 7 pm. Sponsored
by Mission Viejo HS
Calvacade of Bands, raising
money for Bicentennial
Washington, DC. SAM
memb. req. 714/559-0199.

SEMI PRO
SHORT TRACK
Stanislaus Cty.,
Fairgrounds, Turlock, Ca.
Gate open 4 pm, sign up
4-6:30 pm, prac. 5-6:30,
race 7. \$3.50 for 1st bike,
\$2.50 for 2nd bike. All
classes inc. minis. D-36 &
AMA rules enforced.
209/883-0206, 529-1620.

SHORT TRACK
Benton-Lane Park,
Hwy. 99W, N of Junction
City, Ore. between Eugene
& Corvallis. No lic. req. Sil.
req. "C" traction. Sign up
6:30, prac. 7, race 8.
503/998-6977, 688-2227,
689-1758.

September 28

VIRGINIA CITY
MINI GP
Virginia City, Nv. D-36
rules apply & enforced.
Mail entry rec. by Sep. 10
for number drawing for
start pos. 60cc, 80cc &
100cc N/J/E. 10 laps on 7
mi. course. Rid. ins. avail.
Sign up 7-9 am, race 10.
Entry \$10 pre, \$15 post.
Western States Racing
Assoc. 1301 Manzanita
Lane, Reno, NV. 89502.
702/825-6692, 323-6998.

SIERRA 100
ENDURO
Clear Creek, Ca. 25 mi.
W of Coalinga, 20 mi. E of
King City. Start 7 am,
entry \$9. \$1 each team.
100% cash p.b. to teams.
Trophies awarded same
day. Super fin. pins. A
rider pref. D-35 rules. 3069
W. Gettysburg, Fresno, Ca.
93711. 209/226-4939,
674-2096.

D-37
HARE & HOUND
Limed from Cal City
Golf Course. Entry \$7.
Start 9 am. Trail Nov. all
the way. Fin. pins. Sunland
Shamrocks, 16743 Vintage
St., Sepulveda, Ca. 91343.
213/363-5459.

MARATHON
Fremont Rcw.,
Fremont, CA. 2 man/2hr.
1 1/4 mi. track. No lic. req.
Open 7:30 am. Minis 8-9,
\$4 ride, \$2 watch.
125-9:30; 250-noon;
Open-2:30. \$7 ride, \$2
watch. 415/327-4461.

AFM ROAD RACE
Sears Point Hwy. 37 &
121 in Sonoma Cty. All
classes. Entry Pre \$12, post
\$18/\$4 extra class. Gate
open 7:30, race noon.
Spec. entry \$4. AFM, PO
Box 705, Brisbane, CA
94005. 415/547-2947.

D-36 H-M & TT
Reno Park Sports
Arena, 16 mi. N. of Reno
on 395. Semi Pro event.
Flat track 100cc-360. TT,
361cc-Open. Semi Pro pay
\$4 at sign up 8-10 am.
Start noon. Reno Park MC.
702/972-8376.

MOTOCROSS
DeAnza Cycle Park,
Sunnyvale, Ca. 10 mi. E
of Riverside on U.S. 60,
Indio Fwy. take Theodore
off. All classes, Pros 100 %
p.b. 100% trophies. Gate
open 6:30, prac. 8:30, race
9. Entry \$6. Moreno
Valley M.C. 714/653-2633,
735-1301.

OMRRA ROAD RACE
Portland Int. Raceway,
I-5 N of Portland, OR.
Prac 9 am, race noon. Pre
entry \$13, post \$18. PO
Box 13454, Portland, OR.
97213. 503/253-6167.

CRC MX
SUPER TROPHY SERIES
Indian Dunes, Valencia,
Ca. Int'l course. 3 motos,
30% brass same day, cash
to Ex. All classes, inc. -16,
+30 & Womens Div. Gate
open 7am, race 9:30.
Sptsmn. \$6, EX\$10.
Non-memb. add \$2.
213/830-7519.

MARATHON
Sand Hill Ranch, Ca. No
cd. req. Gate open 7:30
am, 125cc 9 am, minis 11
am, 250/Open comb. 1
pm. Minis \$5, all others \$6,
\$2 per person. 30%
trophies per class.
415/634-3328.

B.O.S.S. CMC MX
Plymouth Rcw., Ca.
16-30 mi. from Sacto. Gate
open 6:30, race 9. Entry
\$8/\$15. Weather
permitting will run hilly
track. 916/635-5240.

D-36 SEMI PRO H-M
Orland, Ca. All classes,
spec. 750cc class. (Jr/Ex
only). Gate open 7 am,
race 9. Minis too. Pre
ent \$4, post \$6. Sil. req.
Arayon, PO Box 1311,
Novato, Ca. 94947.
415/892-5350.

CMC ROAD RACE
Willow Springs, Ca.
Hwy. 14 to Rosamond go
W on Rosamond Blvd. 5
mi. track on R. All classes,
Trophies & money. Gate
open 7 am, prac. 9, race
noon. Entry \$10 pre, \$15
post. CMC, 3407 W. Olive,
Burbank, Ca. 91505.
213/842-7433.

NRA MX
Rawhide Park, Elsinore,
Ca. 3 motos, 30% brass
same day, cash to Ex. All
classes, inc. minis &
Somers. Gate open
7am, race 9:30 Sptsmn.
\$6, Ex \$10. Non-memb
add \$2. Free overnight
camping. 714/689-6114
days.

D-36 SEMI PRO
MOTOCROSS
French's Resort,
Garberville, Ca. US 101, 8
mi. S of Garberville, Ca.,
next to Richardson's St.
Pk. Gate open 8 am, prac.
9, race 10:30. Entry \$5.
Ex. \$10. 100% class p.b.
PO Box 3198, Eureka, Ca.
95501. 707/443-8031,
443-2696.

D-36 MOTOCROSS
Under the Tenth St.
Bridge, Marysville, Ca.
Turn N off of 10th St., in
Marysville, go to 14th St.,
turn L and go over Levee.
Entry \$7. All classes. Sign
up 7-8:30 am, prac. 8-9,
race 9:30. Minis welcome.
916/673-9681, 743-4224.

CMC MOTOCROSS
Carlsbad Raceway,
Carlsbad, Ca. Gate open
6:30 am, sign up
6:30-8:30, prac.
7:30-8:30, race 9. Entry
\$7 J/I mail, \$10 post. Pro
\$12 mail, \$15 post. Mail
entry no later than Fri.
morn. before event. CMC
lic. req. \$3000 med. cov.
PO Box 1402, Costa Mesa,
Ca. 92626.

ROAD RACE
Portland Int'l. Rcw.,
Portland, Ore. No lic. req.
Oregon MC Road Racing
Assn. For info. Paul
M i d d l e h o v e n .
503/285-5251. ext. 249.

AME MOTOCROSS
Valley Cycle Park, off
Hwy. 123 S of Moorpark.
Sign up 7-8:30 am, prac. 8,
race 9. Mail entry \$8. Ex.
\$20, post \$10, Ex. \$25.
100% trophies to
Sportsman, \$1000 purse to
Experts. Memb. req. \$7.
AME P.O. 1421, Reseda,
CA. 91335. 213/881-5778.
NORTH VS SOUTH

AMC MOTOCROSS
Saddleback Park,
Orange, CA. No mail entry.
\$6/\$12 post. \$2 extra for
non-memb. \$3000 rider
med. cov. 30% brass same
day. 100% Ex. p.b. Open
7:30 am, prac. 8, race
9:30. 714/532-3923.

SEMI PRO
SHORT TRACK
Stockton Fairgrounds,
Stockton, Ca. Short Track
on 1 mi. oval? That's what
they claim. On Charter Wy.
btwn. Hwy. 99 & I-5.
Entry \$8, \$5 for 2nd bike.
Sign in 9-11, race noon. All
classes inc. minis, es. mini.
Semi Pro purse \$100.
Sptsmn. Semi Pro purse
\$450. 209/463-2338.

7x SEPTINELLI
MEMORIAL SCRAMBLES
Argyll Park, Dixon, Ca.
13 mi. S of Dixon on Hwy.
113. D-36. Sign up 7:30
am, race 11:30 am. \$2
watch, \$4 ride, \$2 2nd
class. Spec. under 12 free.
Free camping. Polkadots
MC. 916/331-1304,
988-0413.

D-37 TT SCRAMBLES
395 Cycle Park, Adelanto,
Ca. Entry \$3.50. Sign up
6:30 am-8, race 9. Simi
Valley MC. 213/892-0678,
805/522-0589.

ATA TRIALS SCHOOL
Santee Lakes (near San
Diego). Instructors,
Marland Whaley, Egnar
Schreiber, Mark Eggar,
George Smith III & Bob
Nickelsen, Mike Briffith.
Write or phone for map to
area. ATA 9608 Domer
Rd., Santee, Ca. 92071.
714/448-1661.

CMC MOTOCROSS
Sunnyvale P.A.L. track.
Hwy. 237 to Caribbean
Wy., Sunnyvale, Ca. Entry,
Ex. \$15, Jr. \$8. Gate open
6:30 am, prac. 7:30, race
9. Post entry only. PP
class. 408/732-1197,
739-1807.

RED PUPPY I
15 mi. NE of Colfax, Ca
at Red Dog. Enduro bike
trial for CERA/PITS
memb. 150 rider limit.
3/14 mi. loops, 10 sections
per loop. No Trials Bikes.
Entry \$4. No post entry. 2
SASE to American Rider,
523 Corbitt Dr.,
Burlingame, Ca. 94010.
Riders meet 9 am, start
9:30 am. Course closes 3
pm. Kids trial noon-2pm.
415/592-6350.

CALENDAR

October 1

D-36 SHORT TRACK
Fremont Rcw, Fremont, Ca. Sportsman. All classes & Minis. \$4 ride/pit, \$3 watch, \$1 kids. Open 4 pm, prac. 5, race 7. Leathers, sil., kill button req. 415/327-4461.

October 2

RAND CLEANUP
Rand open area near California City, Ca. Hwy. 14 or 395 to Cal. City, follow signs from Golf Course. Sponsored by AMA, MORE, CORVA & BLM. Sat. work day with several volunteer projects. Sat. night movies, dealer displays. Sun. fun day. Nature walk for kids, 4 x 4 & MC poker rallies for adults & families. 805/861-4191.

October 4

3rd ANNUAL BEARFOOT ENDURO
East from Georgetown. Richmond Ramblers MC, PO Box 484-Station A, Richmond, Ca. 94808. Entry \$9/\$3 extra for 3 man team. Drawing Aug. 27, entry closes Sept. 19. 415/234-0391, 237-6775.

SEMI PRO SHORT TRACK
Stanislaus Cty., Fairgrounds, Turlock, Ca. Gate open 4 pm, sign up 4-6:30 pm, prac. 5-6:30, race 7. \$3.50 for 1st bike, \$2.50 for 2nd bike. All classes inc. minis. D-36 & AMA rules enforced. 209/883-0206, 529-1620.

S.A.M. HSMX
OCIR Track, Irvine, Cal., start 7 pm. Sponsored by Mission Viejo HS Calvacade of Bands, raising money for Bicentennial Washington, DC. SAM memb. req. 714/559-0199.

October 4-5

DRA CAL CITY GP
Memb. not req. Send copy of 1975 class card or ride Pie Plate Ex. Dual DRA pts. \$2000 purse. 25% Beg. trophies, 20% N/A/Ex trophy. Fin. pins. 1/3 desert, 1/3 trails, 1/3 asphalt. Sat: All Beg/Beg. PP, minis & 3/wheel, 60 mi. Sun: All Nov., Adv. PP, 80 mi. All Am/Ex, 100 mi. 350 rider limit per race. Mail entry \$16, 2/SASE to DRA, PO Box 2605, Calif. City, Ca. 93505. 714/373-4647.

October 5

DESERT SCRAMBLES
Grand Jct., Colo. N. on 29 Road to I-70 overpass, follow signs. 8hr. race. 2-rider teams on one bike. Bike completing most laps in 8 hrs. wins. 3 classes 125/250/Open. \$5000 purse. Start 9am-5pm. Entry \$50. PO Box 411, Grand Junction, Colo. 81501. 303/245-3415.

AMA ROAD RACE
Fastrack Int'l Raceway, Phoenix, Az. Entry \$15 pre, \$20 post. Arizona Road Racing Assn., 6741 E. Billings, Mesa, AZ 85205. 602/985-6359.

MOTOCROSS
10 mi. E of Yoncalla, Ore. I-5 to Elkland off ramp & follow signs. All classes. Entry \$4.50. 503/849-2676.

CRC MX SUPER SERIES
Indian Dunes, Valencia Cal. Super trophy awarded after results of race. All classes, inc. -16, +30. Minis & Womens Div. 50% brass. 3 motos Sptsmn., 2 motos Ex. cas to Ex. Spts. \$7, Ex. \$10. Non memb. add \$2. Gate open 7 am, race 9. 213/830-7519.

AMA HILLCLIMB
Carnegie Cycle Park, Livermore, Ca. Mini class inc. Start 10 am. Entry \$4. Campbell MC, PO Box 783, Sunnyvale, Ca. 408/251-3331.

CMC MOTOCROSS
Dunlap Cycle Park, 38 mi. E on Hwy. 180 from Hwy. 99 in Fresno-Dunlap turn off, 4 mi. to track. Race 9 am. Entry J/I \$6 mail, \$8 post. Pro mail \$10, post \$12. 150% cash p.b. to Pros, 30% trophies to J/I. CMC, 2250 E. McKinley, Fresno, Ca. 209/233-1834.

D-37 CAL STATE 100 ENDURO
Lucerne-Camprock Rd. Lined from Lucerne to Anderson Dry Lake. 8 am start. Entry A&B \$8.50, C \$4.50. XXMC. Drawing Sept. 29 at AAA Cycle, Santa Ana. 1133 Sierra Ave., Santa Ana, Ca. 714/557-0754.

B.O.S.S. CMC MX NMP BENEFIT
Helvetia Park, Ca. All proceeds go to National Motorcycle Patrol. Semi Pro event, \$8 Sptsmn. entry, \$15 Pros. 100% p.b. Sptsmn. to receive special trophy. 916/635-5240.

CROSS COUNTRY DESERT RACE
Mattawa, Wa. All classes. Sign up 6 am. Riders meet 9 am. \$15 entry. Pre-entry \$13. Pros special % purse, \$30 entry. Everett MC, 18529 26th N.E., Seattle, Wa. 98155. 362-9233.

D-36 SEMI PRO MOTOCROSS
French's Resort, Garberville, Ca. US 101, 8 mi. S of Garberville, Ca. next to Richardson's St. Pk. Gate open 8 am, prac. 9, race 10:30. Entry \$5. Ex. \$10. 100% class p.b. PO Box 3198, Eureka, Ca. 95501. 707/443-8031, 443-2696.

D-38 TT SCRAMBLES
Dehesa Race Pk., San Diego, Ca. I-8 to Harbison Cyn. Rd., 4 mi. E of Singing Hills Golf Course. All bikes welcomed inc. minis/3 wheelers. Entry \$4. Sign up 9 am. 714/445-9526, 420-8100.

ODRA DESERT RACE
20 mi. E of Bend, Ore., on Hwy. 20. Entry \$9 pre, \$13 post. Pre-entry rec. by Sept. 30. 3/30 mi. loops. Riders meet 10 am, race 10:30. ODRA, 1012 Wilson St., Eugene, Ore. 97402. 503/485-8070, 345-5348.

AME MOTOCROSS
Valley Cycle Park, Moorpark, Ca. Sptsmn. \$6 mail, \$10 post. Ex. \$12 mail, \$15 post. 30% trophies, Ex. p.b. AME PO Box 1421, Reseda, Ca. 91335. 213/881-5778.

NEV ST CHAMP HARE SCRAMBLES
Lined from Blue Diamond Rd., & LA Fwy. (I-15) Start 10 am. Entry \$7. 110 mi. race, all new course. MRAN points. Overnight campout. Groundshakers MC. 702/457-0343.

V.O.T.E. ATA OBSERVED TRIALS
Valley Cycle Park, Moorpark, Ca. Entry, Park chg. + \$5 for memb., \$7 non-memb. Reduced rates for Beg. & Kids. Sign up 9, ride 10 am. V.O.T.E., 6521 Farralome Ave., Canoga Park, Ca. 91303. 213/363-2950.

D-36 SCRAMBLES
Pioneer Arena, Oakdale, Ca. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Semi Pro \$3.50 entry + \$2.50 at sign up. 100% Pro p.b. + \$25 purse in each Ex. class. All classes & minis. Sign up & 3:30-10:30, prac. 9-11, race 12. 209/869-1457.

SEMI PRO ROUGH SCRAMBLES
Pioneer Rodeo Grnds., Oakdale, Ca. \$3.50 entry. + \$2.50 at sign up. 100% p.b. + \$25 added purse in each Ex. purse. All classes + minis & pee wee. Sign up 7:30-10:30 am, prac. 9-11, race noon. 209/869-1457.

NMA MOTOCROSS
Indian Dunes, Valencia, Ca. 8:00-9:30 sign-up. Cash to mini Ex. in form of "tuner awards" Pee-wee thru 125cc. Entry \$5. 213/343-4040 - 4 7 0 4, 805/259-8000.

October 8

D-36 SHORT TRACK
Fremont Rcw, Fremont, Ca. Sportsman. All classes & Minis. \$4 ride/pit, \$3 watch, \$1 kids. Open 4 pm, prac. 5, race 7. Leathers, sil., kill button req. 415/327-4461.

October 11

25th ANNUAL CHECK CHASE
Point to point, lined from Parker, AZ. 150 Checker mi. Limited entry. 10 am start, sidehacks 9:30. AMA cd. req. sil. req. Mail entry \$11, closes Oct. 1, post entry \$20. Entry inc. pkg. & party Sat. pm, 2 SASE, entry & \$ to Checkers MC, 15323 Mockingbird Hill, Hacienda Heights, CA. 91745.

D-35 NIGHT MX
Sprockets Park, Bakersfield, Ca. Ron Pierce Ent. 805/393-3962. Double Pointer.

D-36 SEMI PRO SHORT TRACK
Auburn Fairgrounds, Auburn, Ca. 15-80 to Auburn, Fairgrounds off ramp. Sign up 3:30 pm till 6:15. Race 7 pm. Entry \$4 N/J, \$6 Ex. Minis thru 360 E x. 1/4 mi. S.T. 916/885-7161 days, 885-4170 nights.

SEMI PRO SHORT TRACK
Stanislaus Cty., Fairgrounds, Turlock, Ca. Gate open 4 pm, sign up 4-6:30 pm, prac. 5-6:30, race 7. \$3.50 for 1st bike, \$2.50 for 2nd bike. All classes inc. minis. D-36 & AMA rules enforced. 209/883-0206, 529-1620.

S.A.M. HSMX
OCIR Track, Irvine, Cal., start 7 pm. Sponsored by Mission Viejo HS Calvacade of Bands, raising money for Bicentennial Washington, DC. SAM memb. req. 714/559-0199.

PRO HALF-MILE
Tulare Frngds, Tulare, Ca. Pit gate open 3 pm, prac. 4-5:30, time trials 6 pm, race 8. \$2000 purse. Tulare Trackmasters, Inc. 209/732-9119.

October 11-12

RIO SANTA MARIA OFF ROAD RACES
Spillway Pk., Santa Maria, Ca. 80% p.b. in class. FWV entry \$100, MC entry \$50. Post entry \$120 after Oct. 1. AMSA memb. req., PO Box 5473, Fresno, Ca. 93755. 209/224-6456.

TERRA NOVA TRIAL
Victoria B.C. Canada. Call the Norcal Trials Czar for all the gory details. 415/365-0289.

October 12

ITA TRIALS & SCHOOL
Saddleback Park, Orange, Ca. Basic tech. of trials riding up to more advanced styles. Sign up 9 am, school 10, comp. 12. Sign up at 11:30 & ride trials only. \$5 for club memb. \$7 non-memb. Free schools for memb. \$2 non-memb. PO Box 2155, Orange, Ca. 92669.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry \$7 J/I mail, \$10 post. Pro \$12 mail, \$15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. \$3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

D-36 SEMI PRO H-M
Orland, Ca. All classes, spec. 750cc class. (Jr/Ex only). Gate open 7 am, race noon. Minis too. Pre entry \$4, post \$6. Sil. req. Aragon, PO Box 1311, Novato, Ca. 94947. 415/892-5350.

CMC MOTOCROSS
Cloverdale Rd., Old Hwy. 99 to Happy Valley Rd. btwn. Anderson & Redding watch for signs. PeeWee \$4, Am/Nov \$7, Ex. \$15. 100% p.b. to Ex. Gate 8 am, prac. 9. Action Raceways. 916/241-1100.

D-36 TT SCRAMBLES
Lodi Cycle Bowl. 5801 Moresse Rd., Lodi, Ca. All classes inc. minis; Semi-Pro for Ex. Sign up & prac. 9-11, race noon. Entry \$3.50, 1st, \$1.50 2nd. 209/368-7182, 931-3722.

D-36 MOTOCROSS
Under the Tenth St. Bridge, Marysville, Ca. Turn N off of 10th St. in Marysville, go to 14th St., turn L and go over Levee. Entry \$7. All classes. Sign up 7-8:30 am, prac. 8-9, race 9:30. Minis welcome. 916/673-9681, 743-4224.

AME MOTOCROSS
Indian Dunes, Valencia, Cal. Sptsmn. \$6 mail, \$10 post. Ex.w\$12 mail, \$15 post. 30% trophies. Ex. p.b. 3,000 med. ins. AME, PO Box 1421, Reseda, Ca. 91335. 213/881-5778.

CMC SEMI PRO MX
Action Rcw., Happy Valley Rd., Turnoff from 99 in S Redding & follow signs. Gate open 8 am, sign up 8-9, prac. 9-10, race 10:30. Entry Pee Wee \$4, N/A \$7, EX/Pro \$15. 6 race series. 110 p.b. to Ex. 916/241-1100.

October 18

D-37 TUFF E'NUFF ENDURO
Lined N of Red Mtn. on Trona Rd. 2/25 mi. loops. "C" riders go one loop. (:01am start. Entry \$8.50 mail, \$10 post. 3 man tm. add \$1 per rider. 4 man Cib. Champ team add \$1 per rider. Sil req. 2SASE to United Enduro Assn., PO Box 583, Seal Beach, Ca. 90740. 213/431-6361, 892-2948.

D-36 COWBELL ENDURO
Lake Pillsbury, Ca. Drawing Sep. 6, entries accep. after Aug. 25. Entry \$8.25/\$3 team. Camping ok, plastic gas cans only. 3/SASE to John Guzman, 5345 Bamboo Ln., Fremont, Ca. 94538. 415/657-3454, 278-5352.

October 19

WESTWOOD ROAD RACE
Vancouver, B.C. Canada. CMC lic. req. Run by Westwood MC Racing Club. Entry \$12. For info. Rick Davison, PO Box 91, South Burnaby, B.C. Canada. 604/298-2864.

U.S. NAT'L 4-STROKE MX CHAMPIONSHIPS
Carlsbad Raceway, Carlsbad, Ca. Thumper power for solo & sidecar machines. Pro classes for Open, 250 & Sidecar. Support Open 250, 125 & Oldtimers. No 2-strokes allowed. Cash to Pros. Contingencies & trop. Carlsbad Rcw., Dirt Bike Promotions, Knobby Shop Int'l. PO Box 1592, La Jolla, Ca. 92038. 714/560-0426.

AFM ROAD RACE
Riverside International Rcw., Rt. 60 E of Riverside, Ca. All classes. Racing school free to new riders with entry. Sign up: new riders til 8:30, others til 10:00. Tech til 10:15. First race after 12 noon. Spectators \$2.50, under 14 \$1. 213/472-0272.

MOTOCROSS
10 mi. E of Yoncalla, Ore. I-5 to Elkland off ramp & follow signs. All classes. Entry \$4.50. 503/849-2676.

October 25-26

AMA ROAD RACE QUALIFIER
Fastrack Int'l Raceway. 115th Ave. & Baseline Ave., Phoenix, AZ. Amateur Road Race National Championship Western Region Qualifier. Gate open both days 8:30 am. Two day entry \$25 inc. rider pit pass. \$5 each add. class. AMA memb. req. Steve Riley, 6741 E. Billings, Mesa, AZ. 85205. 602/985-6359. ARRA.

October 26

TONTO 100 ENDURO
Tonto National Forest. Lined on Ariz. 87 N from Phoenix area. Fourth Annual Arizona St. Championship. Entry \$12.50. Start 7 am. T-shirt, stickies, fin. pins, trophies & merchandise. Philip Briggs, 10001 N 30 Pl., Phoenix, AZ 85028. 602/971-2311.

November 1-2

DDMC HOPETOWN GP
Simi Valley Fwy. W to Kuehner Dr. L to Hopetown. Entry open Sept. 18 (not before). Close Oct. 24. 2 SASE & official entry with \$10 to your class: Sat. Nov. 1 Lightweight entries 100-250cc go to DDMC c/o Sam Crooks, 8228 Sale, Canoga Park, Ca. 91034. Sun. Nov. 2: Heavyweight; 350-Open, SH, PP & OT; DDMC, c/o Don Pettric, 12051 Kirkcolm Ct., Northridge, CA. 91324. D-37 rules, sil. req. No bicycles, no over nite camping. 213/887-6684.

AMA Grand National Camel Pro Series

SEPTEMBER 21
Santa Clara Frngd. San Jose, Calif. M \$16,000

SEPTEMBER 27
Ascot Park Gardena, Calif. H-M \$14,000

OCTOBER 5
Ontario Motor Spdwy. Ontario, Calif. RR \$40,000

1st ANNUAL California State Championship

DIV II Speedway
8 PM Sept. 26, '75

Hanford

Kings District Fairgrounds
Northern, Central & Southern Stars

Speedway Central
The Millers

Steve, Helga, LeRoy, Gene & F.R.
209-683-7730
213-589-5058



FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Date of Event	Time of event
Type of event (TT, MX, Enduro, etc.)	
Entry fee	Sanction
Location	
Mailing address	
How to get there	
Additional information	
Your name	Number to call for info (with area code)

WANT ADS

'72 Yamaha 250 MX

New transmission, top end and 36mm carb, plastic tank, down pipe, 400 forks, fork kit, forward mounted shocks. Must sell, \$495.00. (213) 374-1048. (38)

'75 TL125 Honda trials

Brand new, save \$200.00, \$550.00. (213) 863-7567. (38/2x)

Maico 250

1972 Maico 250, excellent condition, fresh engine and transmission, \$575.00. (213) 542-7846. (38)

'71 Yamaha MX "trick" 250

Fresh bore, ported, polished, moved-up Konis and swingarm by Speed and Sport. YZ tank and seat, down pipe, big carb, front trick kit, Cheng Shin tire, very reliable, \$425.00 firm. (213) 985-2384 eves. (38)

Attn: M/C photogs

Such a deal you can't pass up. 1974 Nikon F2 & 80-200mm Nikkor lens. The perfect combo for super M/C flicks. Asking \$600.00. Also loads of extra Nikon lenses & etc. Ask for Tom (714) 528-2314 weekdays. (38)

'75 1/2, 250 Husky GP

Better than new, raced 2 times. Must sell, \$1395.00. (714) 846-0216. (38)

HONDA 250 ELSINORE. Ridden only in the desert by a powder puffer. Hasn't been ridden since Nov. '74. Runs like new, \$650.00. Call evenings (714) 586-7043. (38/2x)

'74 CR125

F.M.F. porting, pipe, 30mm carb, DG swingarm, \$650.00. (714) 531-7359. (38)

Looking at used bikes?

How about a brand new one! '74 1/2 CZ 250 GP, bought 5-8-75. How does \$850.00 sound? Want to hear more? (213) 980-5067. (38)

1973 KAWASAKI 100 flat tracker, fresh engine, super trick, \$300.00. (714) 635-2927.

WANTED: Bultaco 360 Montadero flywheel and side cover. (714) 581-0466. (38)

'74 1/2 YAMAHA 250 MX, mint condition. (714) 875-2166. (38)

Like new '74 Montesa VR 250

Excellent, super fast, with Konis. Seldom ridden, raced only twice. First \$695.00 takes. (213) 342-6989. (38)

1974 Ossa M.A.R. trials bike

Mikuni carb, P.P. fenders, excellent condition. \$450.00 or best offer. (714) 787-9005. (38)

'75, 360 YZ brand new

\$1395.00 + tax & greenie. 1 only, when this is gone there is no more. (714) 245-4808. (38)

'73 Elsinore 250

Good condition, stock, very reliable, must sell, asking \$700.00. (213) 257-1269. (38)

1972 Bultaco Sherpa-T 250

Mikuni, skid plate, \$500.00. (805) 527-0079. (38)

Mechanics wanted

Large shop in Mother Lode area needs three experienced motorcycle mechanics. Honda, Kawasaki, Suzuki dealer. Closed Sun.-Mon. (209) 223-1674. (38/2x)

Honda 125 Elsinore

Excellent condition, box stock, \$520.00. (213) 358-6078. (38)

'73 1/2 CZ 400

New top end, very clean, \$675.00. (714) 244-4812. (38)

Wanta trade? CR125 for RD350

'75 Honda, only months old, 32mm Mikuni, 7 in. rear travel, Boges, still has original rings, used infrequently, beautiful! Medical reason forces trade/sale, \$750.00. Al (213) 698-4993. (38)

Aragon cycle trailers

Kits from \$156.00. Guns and scuba equipment in trade. (213) 359-4597. (34/TFN/EOI)

Wanted motorcycle salesman

Top commission, benefits, permanent position. Jerry (213) 849-7296. (36/TFN)

Husky 8 1/2" fork kit

Includes dampening rods and fork springs. Late black legs, \$48.95. Early black legs, \$60.95. Early grey legs, \$78.95. Call for order and information. Bill Saltzman's Imperial Motorsports (213) 337-6811. (36/5x)

'73 Triumph 750

Like new. Semi chopped, low miles, must see to appreciate. Call (213) 634-0800. (29/TFN)

Motorcycle trailers 4 rails

\$300.00 custom built. Chrome-plated trailer hitches installed, \$45.00. K&B Welding, 1465 Magnolia, Long Beach, California 90806. (213) 436-0666. (30/TFN)

Honda XR-75 & Steens Hodaka

Honda is race ready with new 81cc kit, roller cam, etc. \$400. Steens has Ceriani forks and many extras, \$350. Both bikes are very clean. (714) 838-2902. (37/3x)



Clean, dependable Elsinore

250, ridden twice on completely rebuilt motor. Forward mounted shocks, ports cleaned & matched. Much, more more, \$625.00. (213) 248-5918. (38)

HAND GLIDER, excellent beginner needs better sail to fly high, \$195. (213) 248-5918. (38)

'74 TL125 trials

Excellent condition, less than 10 hours on bike, \$525.00. (213) 376-0077. (38)

'74, 250 and 400 CZ GPs

Head cylinder porcupined, engines by Chenda, new Trelleborgs, Motoplats, moved forward Bilsteins, Hoover pipes, Mikunis. \$900.00-250. \$975.00-400. '71 CZ frame with forks, \$100.00. (714) 627-2548. (38)

CZ 250, excellent condition

Late '71, too fast, going to smaller bike. Very reliable, CDI, Mikuni, Magura, D.I.D., Diamond chain, Maico fender, and Boge shocks & much more. \$475.00. (213) 322-8011. (38)

Trick Honda CR 250

'74 tranny, ported, forward mounted shocks, expertly maintained, fast and reliable. Must see and test to appreciate, \$650.00. (714) 528-0568. (38)

HUSKY 450, 1972 W/R, excellent condition, \$550.00. (213) 899-0023. (38)

Old timers Maico

450 Maico — Everything trick — alum. GP tank — DID rims — GP air box — Wheelsmith pipe & chainguard — plastic unbreakable fenders — extras — pipe — levers — cable — primary chain — fork springs. \$950.00. (805) 482-5246. (38)

750 Yamaha flattracker

Champion frame, tank, seat, Ceriani forks, Barnes wheels, disc brakes. Shell motor, lots of spares. Super sano. Must sell, \$1500.00. (714) 658-6154. (38)

360 flattracker

Champion frame, tank, seat, Ceriani forks, Barnes wheels, disc brakes. Ascot main eventer, right hand shift, super rast, ex. cond., \$995.00. (714) 658-6154. (38)

'71 BULTACO 125cc LOBITO, have street equipment, standard piston, low miles, Preston Petty's, clean, \$325.00. (714) 879-4666. (38)

'70 RICKMAN with '75, 125 HODAKA super Combat engine, LT rear, CDI, 32 Mikuni, reed valve, cushioned hub, two tanks, clean, \$400.00. (714) 879-4666. (38)

Trade for '74 CZ 250

'74 Suz. R.L. trials, xint. cond., no junk please. Mon.-Fri. 9-5 Melinda (714) 433-6830. (38)



Ascot main eventer

TD3 Champion, new cylinders, trick pipes, lots of spares. The only bike for a fast novice, \$1700.00. Call (714) 926-2777 after 6:00. (38)

Husky 250 WR 6 speed

Bought new in February. I.T. fender, w/license, like new, \$995.00. (213) 697-2978. (38)

Yamaha 350

New engine, \$650.00 or trade for TM250 or TM400. (213) 427-0861 or (213) HA 7-3106. (38)

CZ 250 M.C. '69

In storage 3 years, A-1 shape. (213) CR6-1717. (38)

Honda XR75 super mini

Engine by M/C spec. Boge, T/M pipe, gusseted, cantilevered, 81cc, cam, bore, port, ext. mfr'd., 22mm carb, Cheng Shin tires, Moly bars, quick throttle. \$550.00 firm. (213) 963-1992. (38)

2 YAMAHA 175s, MX and ENDURO. Race, trailride, or cheap transportation. Treated my bikes better than lovers. Laydowns and more, xint. cond. MX \$500 and enduro \$425. Cheap! Huh. (714) 827-0152. (38)

TL125 Honda & TS400 Suzuki

'74 Honda TL125 trials, excellent condition, \$550.00. '73 Suzuki TS400, \$450.00. (213) 867-5371. (38)

400 Penton enduro

'75 Penton enduro, 121 street miles, all extras. Demo, \$1350.00. Competition Cycles (714) 492-2270. (38)

Hemorrhoid sale

'75 Honda 175 MX, green tank, enduro, less than 900 miles, \$750.00. '74, 250 mag Husky, Curnutts, clean, \$700.00. '73 Yamaha RD 350 cafe or commute, fresh engine, clip-ons, \$550.00. '75 Dodge Van 1/2 ton 318, auto., PS, PB, air, mags, \$1000.00 & T.O.P. (714) 992-5693. (38)

'74 Kawasaki KX-250

Excellent condition, many extras, \$700.00 or best offer. (415) 366-7606 (San Francisco area). (38)

Champion Honda XL250

Big motor, used so little it's ridiculous. Trade for stock XL-250. Trade plus cash for street bike. I hate to do it, but I need the transportation. Write or call: T. Freeman, 8835 North 2nd, Phoenix, AZ 85020. (602) 944-3805. (38)

Husky 450 street licensed

Are you tired of out running the cops? Buy this 172, 450 CR. Mikuni or Bing, Bassani, Malcolm tool bag, J bars. Call eve. after 5:30. \$575.00. (714) 338-2007. (38)

HUSKY "73" F.M.S. DIAMOND chain, extras, excellent cond, \$875.00. YAMAHA 100 MX, cant. lever suspension, "74", good cond., \$350.00/offer. (213) 371-5024. (38)

'70 BSA, VICTOR 441cc. Street legal, Ceriani forks, clean, extras, \$500.00 or offer. (213) 792-5711. (38)

'72 Husqvarna 400 CR

Many modifications and extras, excellent condition, \$800.00. Call for details (213) 379-6096. (38)

Suzuki TM-250

Like new, ridden less than 500 easy miles. Clean, fast and reliable, \$650.00. (213) 328-0907. (38)

'74, 125 Penton

FMF pipe, ported, laid down gas Cerianis, Kal Garded motor, Yamaha front wheel, Akronts, Twin Air, plus parts. \$550.00/offer. Must sell. (213) 368-4307. (38)

1974 Yamaha 80 MX

Ported, milled head, pipe, good condition, \$300.00. (714) 528-2314. (38)

'71 Bultaco 250 Pursang

Excellent condition, complete rebuilt engine, very fast, like new, 2 tanks, new shocks, \$525.00. (213) 634-4034. (38)

125 Els — fast and smooth

'75 CR 125 — engine and susp. modified for winning — super cherry, no hidden worn parts — a good buy at \$695.00. (714) 286-9245. (38)

'73 Suzuki TM125, \$300

Excellent, stored for 8 months, 5" Curnutts, new knobs F&R, clean. Al (213) 698-4993. (38)

Sacrifice sale

1975 Penton — Mint 400 MX or desert setups. Many spares, xtra tank, etc. DID rims, brand-new, raced once, \$1200.00. 1974 Bultaco Sherpa T-350cc — World Champion Trials/play bike, \$600.00 or both for \$1600.00. (213) 822-5808 (evenings), (213) 657-5100 Ext. 241. (38/2x)

'72 YAMAHA 250 MX frame with Triple clamps and air box, \$60.00. New straight cut gears for 250, \$25.00. Misc. Yamaha parts. (714) 246-8181. (38)

'74 Honda 225, \$595

Xint. cond., must sell, settle estate. (714) 828-1816. (38)

'71 OSSA STILETTO — Quick, dependable, speedometer incl., manual, P.P. rear, Filtron, Diamond chain, new clutch, well maintained. See it! \$375.00 firm. (714) 995-8842. (38)

1973 1/2, 250cc Bultaco Alpina

Excellent trail bike, but need some street transportation. Must sell before school starts. \$550.00/offer. Bob (213) 834-5172. (38)

'74, 250 Penton

Fast, two tanks, Bilsteins. Deliver halfway from Reno. \$800.00. (702) 786-5279. (38)

1970 AJ5 250 Stormer, \$300

New piston, works barrel and head, Curnutts, runs great, handles better, extra tank, Mikuni, fenders. (213) 362-2065 or (213) 848-8705. (38)

'74 CZ 400

Filtron, skid plate, seldom ridden. \$599.00. (805) 252-4347. (38)

'74, 360 BULTACO. VERY CLEAN and fresh, many extras. After 5:00 (213) 789-5265. (38)

'72 Ossa 250

Dick Mann replica. 1/2 mile and short track. Fresh engine and trans. Never raced. Mikuni, Koni shocks plus extras, \$650.00. (408) 275-9293. (37/2x)

'75 Ossa Phantom

Moved up rear shocks, \$800.00 or best offer. (Excellent condition.) (714) 279-6401. (38)

Honda CR 125M

CH pipe, porting, crank, Webco head, Barnett clutch, 30 Mikuni, Uni air box, twin filter, moved forward Boges, 9 gauge spokes, 520 chain, and more, \$700.00. (213) 372-9666. (38)

1974 BMW R90/S

So good you won't believe it! (805) 252-2814. (38)

TD3 Champion Yamaha 1/2 miler

Twin, disc brake, Vesco ported, new tires, Barnes wheels, shocks, Ceriani forks, very fast — extras — \$1700.00. Oceanside, CA. (714) 757-5170. (38)

Read this — read this!!!!

1974 1/2 Bultaco Pursang 250. Fox gas shocks and air forks, Trelleborg front and more. I must sell my bike! Make an offer! Help!! (714) 639-0344. (38)

'73 Bultaco 175cc Pursang

Excellent desert-MX, new chain, stock bore, very clean. Must sell, asking \$450.00. (714) 689-2972. (38)

'74, 250 Yam., all the best****

250 Yam. with S&W, all Turner porting and tuned, set up for 1/2 mi., TT, S.T., scrambles. Bike's a winner. Call after 3 p.m. (213) 862-3739. (38)

'70 Ford 4x4

F100 sport custom, 4 speed, spare gas tank, 10-16.5 tires, camper shell, 63,000 miles, \$2750.00. (714) 595-3065. (38)

1971 Honda SL125

Set up for M.X. All new, just overhauled. Call after 6 p.m. \$350.00. (714) 586-6190. (38)

1975 YZ-80 like new!

Ridden 5 times, \$395.00. (805) 527-0079. (38)

'75 YZ mono

Good condition, new tires, \$900.00 or best offer. (213) 925-7341. (38)

'75 Bultaco Pursang 360

Like new, see to appreciate. Dirt only, \$990 or best offer. (714) 630-2496. (38)

'71 Bronco 4 WD

Very clean, Norseman tires, Stroppe roll bar, trailer hitch — \$2600.00. (714) 673-1468. (38)

350 Bul Pursang

New motor, perfect condition. (213) 831-1627. (38)

HONDA 100, '72, prepared for dirt, many extras, \$300.00. (213) 883-7685. (38)

'73 BULTACO 350 Pursang, excellent condition. Must sell, best offer. (714) 524-8452. (38)

'75 McDougal Honda

McDougal factory GP kit, Redline swingarm, Boge rear shocks, fork boots, new tires, extras. Stock swingarm, shocks, 75 barrel, piston, carb, 2 pipes and front and rear sprockets, mint condition, \$850.00. (213) 346-8761. (38)

XR 75

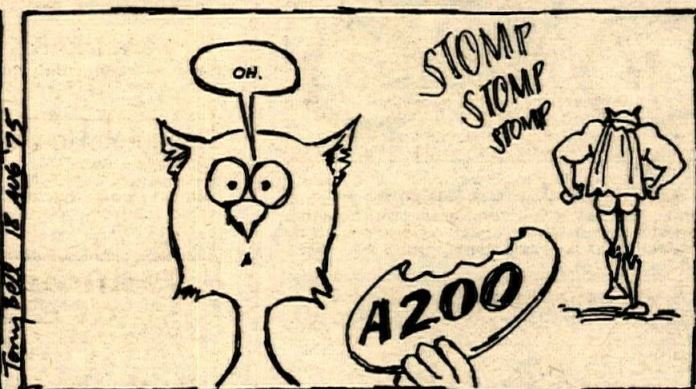
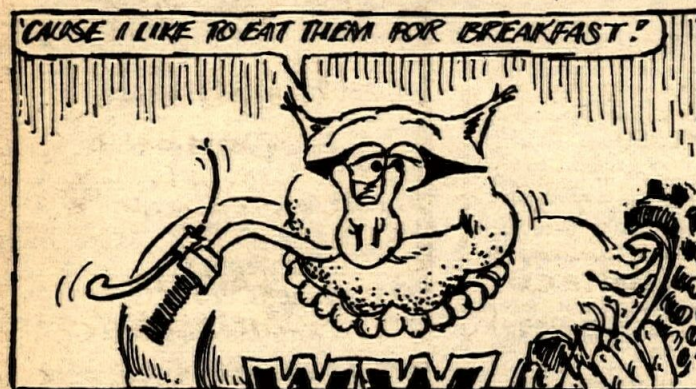
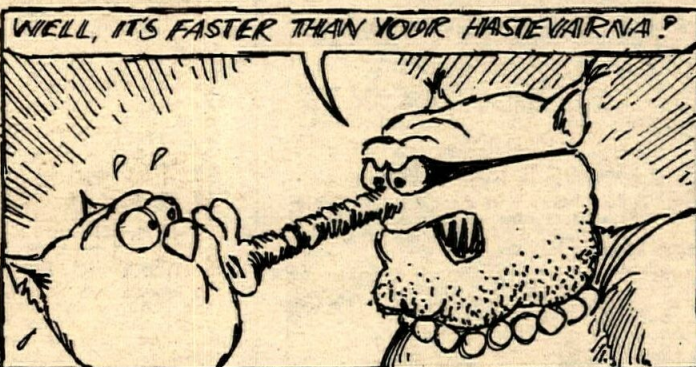
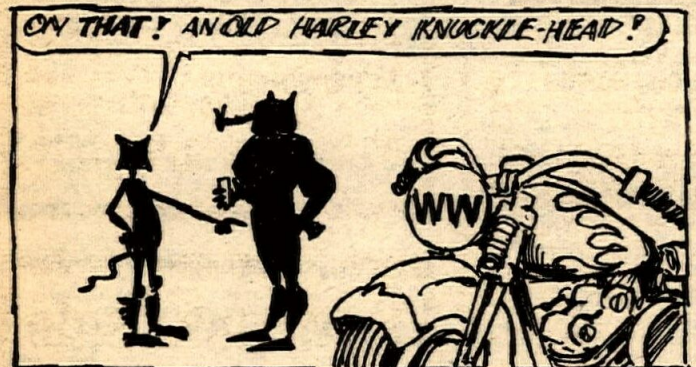
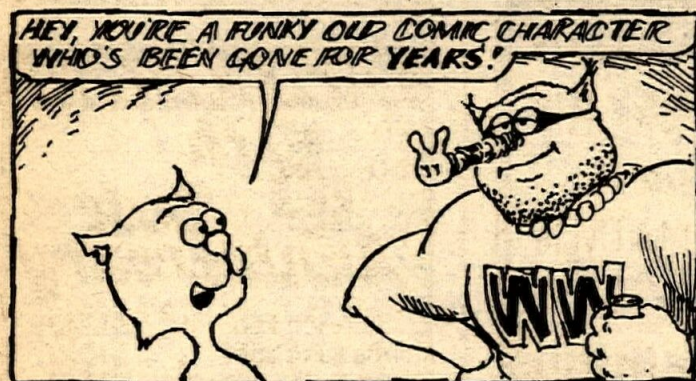
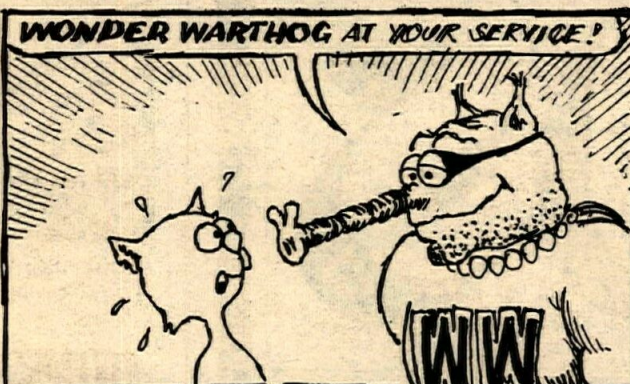
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Insurance

Event Insurance — Complete motorcycle event LIABILITY and MEDICAL protection. Call or write today: TOM ALLREAD v.p., E. BROOK RANDALL, Inc., 1132 N. Vine, Los Angeles, CA 90028. (213) 462-2111 Ext. 250.

Motorcycles & Motorcycle Dealer Packages. LOW RATES. Specialists since 1937. California Southwestern Insurance, 3447 Motor Ave., Los Angeles, CA 90034. (213) 836-5211 or (714) 994-0080. Write or call.

Leather Apparel

Custom Made Motorcycle Apparel — Number changes, alterations and zippers

replaced. Clarice Amberg ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: 213-564-1715. Open 8 a.m. to 4:30 p.m. Mon. thru. Fri. By appointment only Saturday. Evening appointments available.

CUSTOM LEATHERS Superior quality trail riding or pro line competition motocross leathers, custom jerseys, BW Valcro or four buckle riding belts, road riding jackets and pants. Free literature on request to Bill Walters Leathers, 445 South Victory Blvd., Burbank, California. Open 8 — 5 Monday-Friday for fittings. 213-843-1255.

Sleeve Liners

Los Angeles Sleeve Co. — Manufacturers of motorcycle cylinder sleeve liners. Dealers write or call for catalog. 3600 Fowler St., Los Angeles, CA 90063. 213-262-1895.

Steel Shoe

Ken Maely The Original Shoeman since 1950. Steel Shoes custom made to order, \$40.00, also 14" lace up boots, \$45.00. Send boot or cardboard pattern, specifying boot toe height. Route 2, Box 75B, 8530 Bedford Motorway, Corona, CA 91720. 714-735-0540. Do not settle for a cheap imitation of my product.

Professional quality steel shoes for all types of dirt track racing — \$35.00. To Order send your boot or cutout pattern of sole, specifying boot toe height, to: Jenkins Hot Shoes, PO Box 751, Norco, CA 91760. 714-735-0725.

Welding

Are broken cases giving you problems? We specialize in welding castings and exotic metals. Also do any other type welding you may require. Prompt mail order service. Write or call: Richards Manufacturing & Repair, 26727 John St., Boron, CA 93516. Phone: 714-762-5766.

Wiseco Pistons

High performance two-cycle pistons. Sizes from STD to .080. Q & E Cycle Engineering & Supply, 1140-A No. Kraemer Blvd., Anaheim, CA 92806. 714-630-5720. Catalog on request.

DEALERS

Anaheim

Robert M. Law M/C Sales & Service — Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. We specialize in after sales service on Triumph, Yamaha, Rickman, BSA, Norton. Open Friday till 9 p.m.

Q & E Cycle Engineering & Supply — Montesa bikes and parts. Completely equipped Machine Shop: boring, sleeving, pressing, porting & polishing, milling, heliac, etc. Specializing in multi-rod crank rebuilding. Engine rebuilding & repair. Custom electrical & electronic design. Wiseco piston distributor. Service on all bikes. 1140-A North Kraemer Blvd. 714-630-5720.

Carson

Hockies Motorcycle — Sales & Service, 22025 S. Figueroa St. in Carson, off Harbor Fwy. 213-328-1242. Gre., Yankee, Ossa, Hod., Bultaco. Also used bikes. Best Parts supply in town. We service what we sell. Complete mach. shop. Ex. tuning & mech. work. Hours: 10-7. Closed Sun. & Mon.

Costa Mesa

Award Motors, Inc. — Orange County's only Honda, Yamaha & Triumph dealer. Dyno tuning & boring. We have Orange County's largest motorcycle accessory display. 1680 Newport Blvd., Costa Mesa, CA 92627. 714-642-4343 or from North Orange Co. 714-833-9777. Hours: Mon-Fri. 9-7, Sat. 9-6.

Fullerton

Town and Country Cycle — Suzuki, Puch and Dunecycles. Sales, service, parts and accessories. Insurance specialist. Try us for hard to get parts. 411 South Brookhurst, Fullerton, California. 92633. 714-871-2460.

Gardena

Honda of Gardena — 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Also a full line of Kawasaki M.C.'s. Parts and Access. We handle M.C. insurance too! Come in or call for further info.

Glendora

Can-Am, Honda, Hodaka — Complete sales, parts & service, motorcycle insurance, easy credit, free lessons, racing parts, accessories — Half mile north of 210 frwy. Honda of Glendora, 723 Alosta (Hwy. 66), Glendora, CA 91740. 213-963-5984.

Hollywood

Honda, BMW, Triumph Bill Robertson & Sons, Inc. — The one stop shop for the Beginner or Expert. Dirt or street, Racer or Rider. Sales, Service, Parts, Mail Order, Accessories, Insurance. Near Hollywood Freeway. Open six days a week. 6525 Santa Monica Blvd. 213-466-7191.

Inglewood

Intensified Crowell Cycle Shop — Ossa, Hodaka, Maico, Moto-Guzzi. Complete parts & service. 10427 Prairie Ave., Inglewood, CA. Ph: 213-673-5562. Hours: Mon-Fri. 9-6, Sat. 9-4.

La Habra

LeBard & Underwood — 321 E. Imperial Hwy., La Habra, phones 714-879-8252 or 213-691-0553. Sales, Service, Parts & Insurance. Honda, BMW, BSA & Triumph. Parts Dept. open Mon-Fri 9-9, Sat. 9-5, Sun. 11-5.

Lomita

Harley Davidson of Lomita (2 miles west of Harbor frwy) between Crenshaw & Western in the South Bay Area. We specialize in late model parts, prompt service and volume sales of new and used Harley-Davidson Motorcycles. Tues.-Sat. 8:30 to 6:00, Sat. till 4:30. 213-534-5530.

Pacific Coast Honda — 1820 W. Pacific Coast Hwy. between Western and Crenshaw. Sales & Service & Financing for those hard

to get CR-125M and CR-250M parts and accessories. Also a complete line of street accessories. Honda generators. 213-326-3810.

Long Beach

Harley Davidson of Long Beach — 3654 Long Beach Blvd. 426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Competition riders. Top quality service, fully equipped svc. dept. Open Tues-Fri. 8:30 to 5:30. Sat. 8 to 4:30.

Norwalk

Hy Jenks, Inc. — Factory authorized Yamaha & BMW dealer. Now under new management & open 7 days a week. Open 9-8 Mon. thru Sat. 10-4 Sunday. Phone 213-868-9997. Freeway close in Norwalk. Sales, parts, accessories, insurance, and expert service. 13200 San Antonio Dr., Norwalk. Phone 213-868-9997.

Orange

Sunshine Yamaha, Inc. — Yamaha & Bultaco authorized dealer — Sales, service, parts, insurance, and all your riding accessories. The most complete dealership in Orange

County specializing in fast and personal service. Open 7 days a week. Mon.-Fri. 9-7, Sat. 9-6, Sun. 10-4. Sunshine Yamaha, 1010 W. Chapman, Orange. 714-633-0064.

Pacoima

Casey's Cycle Repair — Triumph, BSA, Old Harley parts. Complete machine shop. Open Tuesday thru Saturday 9-6 p.m. 10249 San Fernando Rd., Pacoima, CA. Phone 213-899-9519.

Santa Ana

Roy's M.C. Shop — 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Full Bore dealer. Kawasaki. 714-531-0742.

Torrance

Honda of Torrance — 18225 Hawthorne Blvd., Torrance, CA 90504. 213-371-7533 or 772-1823. Only authorized Honda dealer in the Torrance area. Parts and sales open 7 days; service open 6 days. Parts & accessories are our business. M.C. insurance. Free local pick up. M.C. trailers. Honda generators. Largest outdoor display in the area. Bank financing.

ADVERTISER INDEX

A & B Distributors	20
AMC	Calendar
AME	Calendar
Action Cycles	Want Ads
Airco Sheet Metal	20
American Honda	15
Al Anders Bultaco	Want Ads
Ascot Park	22
Bay Area Bultaco	27
Betor America Corp.	21
Bultaco Int'l.	13
CMC	Calendar
Champion Spark Plugs	29
Coast Moto Cycle	22
Competition Service, Inc.	29
Cosmopolitan Motors	27
Crowell Cycle	Want Ads
Cycle News Subscription Info	37
Cycle Parts Unlimited	29
D & R Cycle	22
DRA	Calendar
Dirt Diggers M.C.	Calendar
Escape Country	Calendar
HRL Lubricants	16
Harley Davidson	11
Hi-Per-Kinetics	22
Honda of Glendora	22
Hooker Headers	16
Jim Hunter MC Repair	Want Ads
Indian Dunes	Calendar
J-Mac Motorcycles	3
JT Racing Imports	Want Ads
John's Competition Cycle	20
M.O.R.E.	Want Ads
Marubeni America	27 & 31
Media Max, Inc.	3
Moto Fast	19
Newlon Manufacturing	21
Norton-Triumph	5
Orange County Cycle West	Want Ads
Ossa Parts & Service	48
Othman Distributing	20
Penton Imports	19
Performance Engineered Products	21
Pomona Valley Desert Riders	Calendar
Pro-Tec	16
Q & E Cycle Engineering & Supply	22
Quality MC Repair	27
R. J. Reynolds Tobacco Co.	17
S & L Yamaha	19
Santa Maria Cycle Sport	27
Carol Shelby Enterprises	21
Malcolm Smith Motorcycles	Want Ads
Speedway Central	Calendar
Speedway Enterprises	19
Steve's Bultaco	Want Ads
Street & Trail, Inc.	16
T & O Yamaha	3
Terry Industries	22
Thor Enterprises	22
Town & Country Cycle	Want Ads
Trippe-Cox Enterprises	24 & 25
U.S. Suzuki Motor Corp.	9
Uni Filter	13
Bill Walters Leathers	3
Wayne Welding	20
Western Scooter Distributors	20
Wheelsmith Motorcycles	3
Whittier Honda	29
Whittier Kawasaki	Want Ads
Yamaha of Corona	3
Yamaha of El Monte	Want Ads
Yamaha of Fontana	19

OSSA

Effective September 9, 1975

Yankee Motor Co. was sold by Bangor Punta Operations, Inc. to John A. Taylor. We are confident that this change can only improve Ossa's position in the motorcycle industry. This improvement will benefit all parties involved, including the loyal Ossa customer.

As the result of this change, Yankee Motor Co. has been divided into three new companies. Ossa motorcycles will now be imported by Ossa Sales Corporation and will be distributed by six well qualified motorcycle distributors:

Northeast Region
NEH Corporation
780 Main St.
Holden, MA 01520
(617) 829-6556

Mid-Atlantic Region
Ossa East, Inc.
RD 2 Box 266
Glenmoore, PA 19343
(215) 942-3935

Western Region
Ossa West
1537 E. Del Amo Bl.
Carson, CA 90744
(213) 537-6867

Southeast Region
Vince Thigpen Dist.
139 S. Ridge Ave.
Tifton, GA 31794
(912) 382-1396

Midwest Region
ACE Dist., Inc.
203 Earlwood Dr.
Franklin, IN 46131
(317) 738-3535

North Central Region
Ossa Central Corp.
810 31st Ave. S.W.
Cedar Rapids, IA 52404
(319) 363-9642

Ossa parts and national service will continue to be handled direct to our Ossa dealers from Schenectady, New York by Ossa Parts & Service Corporation.

Full Bore accessories will continue to be handled direct to our Full Bore dealers from Schenectady, New York by Yankee Accessory Corporation.